

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 tons Captain H. D. Jones.
 "POWAN" 2,138 " W. A. Valentine.
 "FATSHAN" 2,460 " C. Lloyd.
 "KINSHAN" 1,995 " B. Branch.
 "HEUNGSHAN" 1,998 " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloons and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN" 1,651 tons Captain E. H. Grainger.
 "SUI-TAI" 1,651 " G. F. Morrison.
 Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.
 On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.
 The Company also runs a steamer from Macao on Sunday morning at 8 A.M. and from Hongkong at 1 P.M. from the Company's wharf.
 Departures from Macao to Hongkong on week days at 8 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 2,191 tons Captain T. Hamlin.
 Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7.30 A.M.
 Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 A.M.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD.
 THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Willox.
 "NANNING" 569 " Mackinnon.
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of LUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 16th March, 1907.

JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAVA	Second half March	JAPAN	Second half March
TJIMAHU	JAPAN	First half April	JAVA PORTS	First half April
TJIBODAS	JAVA	First half April	JAPAN	Second half April
TJIPANAS	JAPAN	First half April	JAVA PORTS	Second half April
TJILATJAP	JAPAN	First half February	JAVA PORTS	First half May

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to—

JAVA CHINA-JAPAN LIJN.

Telephone No. 375.
 YORK BUILDINGS, 1st Floor.
 Hongkong, 16th March, 1907.

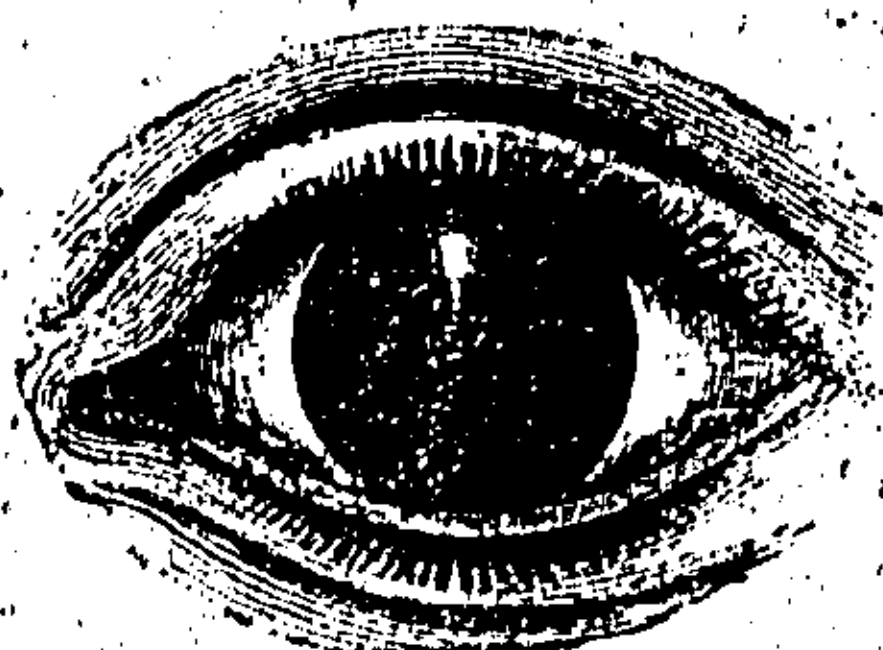
WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5½ DAYS.
 The steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKUNG and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.
 Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity.
 For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.

Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 3, PEDDER STREET, HONGKONG

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 51, John Street, Bedford Row, W.C. 59, Bentinck Street. 366, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. CHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY
 57, DES VOGES ROAD CENTRAL
 From the University of Pennsylvania, U.S.A.
 Hongkong, 2nd July, 1904.

TWIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'ARQUER STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 20th July, 1904.

Halls.

IMPERIAL GERMAN MAIL LINES.

NORDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUZ, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG,
 (SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
 PRINZ LUDWIG WEDNESDAY, 27th March.
 SACHSEN WEDNESDAY, 27th March.
 ZIETEN WEDNESDAY, 10th April.
 PRINZ REGENT LUITPOLD WEDNESDAY, 14th April.
 PRINZ BITEL FRIEDRICH WEDNESDAY, 8th May.
 BAYERN WEDNESDAY, 22nd May.
 PRINZ HEINRICH WEDNESDAY, 5th June.
 SCHARNHORST WEDNESDAY, 19th June.
 ROON WEDNESDAY, 3rd July.

*First-class accommodation being engaged by H. M. THE KING OF SIAM,
 second-class passengers only, will be accepted.

ON WEDNESDAY, the 27th day of March, 1907, at Noon, the Steamship SACHSEN,
 Captain Willems, with MAILS, PASSENGERS, SPECIE and CARGO, will leave
 this Port, calling at SINGAPORE, COLOMBO, ADEN, SUZ, PORT SAID and GENOA.
 On WEDNESDAY, the 27th day of March, 1907, at Noon, the Steamship PRINZ
 LUDWIG, Captain von Bloer, with MAILS, PASSENGERS, SPECIE and CARGO
 will leave this Port as above, calling at NAPLES and GENOA.
 Shipping Orders will be granted till NOON, on MONDAY, the 25th March, Cargo and
 Specie will be received on Board until 5 P.M., on TUESDAY, the 26th March, and Parcels
 will be received at the Agency's Office until NOON, on TUESDAY, the 26th March.
 Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
 and Parcels should not exceed Two Cubic Feet in Measurement.
 The Steamer has splendid Accommodation and carries a Doctor and Stewardesses.
 Luggage can be washed on board.
 Passage Money payable in local currency at current sight; Bank rate of exchange on the
 day of payment.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. 0. 0.	£42. 0. 0.	£22. 0. 0.
Return	91. 0. 0.	63. 0. 0.	33. 0. 0.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. 0. 0.	44. 0. 0.	24. 0. 0.
Return	97. 0. 0.	66. 0. 0.	36. 0. 0.
* TO NEW YORK VIA SUZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64. 0. 0.	44. 0. 0.	26. 0. 0.
Return	115. 0. 0.	79. 0. 0.	47. 0. 0.
VIA BREMEN OR SOUTHAMPTON	68. 0. 0.	46. 0. 0.	27. 0. 0.
Return	123. 0. 0.	83. 0. 0.	49. 0. 0.

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and
 travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA
 NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at
 passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from
 SINGAPORE TO CALCUTTA, instead of an Imperial Mail steamer from Singapore to Colombo.
 The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean
 Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer
 from Port Said.

JAPAN-CHINA-AUSTRALIA LINE
VIA NEW GUINEA.

STEAM FOR MANILA, FRIEDRICH-WILHELMSHAFEN, SIMPSONSHAFEN,
 BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS. TONS. SAILING DATES.
 PRINZ SIGISMUND 3,390 THURSDAY, 28th March.
 MANILA 1,790 SATURDAY, 20th April.
 PRINZ WALDEMAR 3,237 THURSDAY, 23rd May.

ON THURSDAY, the 28th day of March, 1907, at Noon, the Steamship PRINZ
 SIGISMUND, Captain Lens, with Mails, Passengers and Cargo, will leave this
 port as above.
 The steamer has splendid accommodation and carries a Doctor and a Stewardess.
 Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return	\$80.00	\$50.00
TO NEW GUINEA	£28. 0. 0.	£18. 10. 0.	£14. 0. 0.	Return	£42. 0. 0.	£27. 15. 0.
TO BRISBANE	£30. 0. 0.	£20. 0. 0.	£14. 0. 0.	Return	£54. 0. 0.	£36. 0. 0.
TO SYDNEY	£33. 0. 0.	£23. 0. 0.	£15. 0. 0.	Return	£59. 10. 0.	£41. 10. 0.
TO MELBOURNE	£34. 10. 0.	£24. 10. 0.	£16. 0. 0.	Return	£62. 5. 0.	£44. 5. 0.
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return	\$120.00	\$80.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return	\$140.00	\$95.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	\$70.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	£97. 0. 0.
TO EUROPE VIA AUSTRALIA AND AMERICA	96. 0. 0.
From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.	

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR
 YOKOHAMA & KOBE MANILA MONDAY, 8th April.
 SHANGHAI, NAGASAKI } PRINZ REGENT LUITPOLD, WEDNESDAY, 27th Mar.
 KOBE & YOKOHAMA }
 SHANGHAI, NAGASAKI } PRINZ BITEL FRIEDRICH, WEDNESDAY, 10th April.
 KOBE & YOKOHAMA }

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.
 VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers,
 P. M. S. Co., O. & O. S. S. Co., T. K. K. and from NEW YORK to EUROPE by the
 magnificent express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	£64. 0. 0.
TO BREMEN	63. 10. 0.
TO PARIS VIA CHERBOURG	64. 0. 0.
TO NAPLES, GENOA VIA GIBRALTAR	61. 0. 0.

NORDEUTSCHER LLOYD.

For further Particulars, apply to
 MELNERS & CO.,
 AGENTS.
 Hongkong, 16th March, 1907.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of
 entrance, top 93 ft.; bottom 78 ft.
 Water on blocks, 27.5 ft. Time to
 pump out, 4 hours.

No. 2 DOCK.

Length inside, 376 ft. Width of
 entrance, top 60.5 ft.; bottom 46.8
 ft. Water on blocks, 28.5 ft. Time
 to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of
 Captains and Engineers is respectfully called to the advantages offered for Dock-
 ing and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work,
 and a large stock of material is always at hand, (plates and angles all being tested by
 Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of
 Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable
 of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge
 Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be
 guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that
 of any port in the world.

Telephone: Nos. 373, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.
 Lubbers, Scotts, A. L. and Watkins.

Yokohama, May 23rd, 1905.

[37]

D. NOMA, TATTOOER.

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' ex-
 perience in TATTOOING is a guarantee of good work and prompt execution. My
 Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained
 by any other, as their composition is only known to me. H. R. H. The Duke of York, and
 H. R. H. The Emperor of Russia, both honoured me with their patronage; besides many others
 of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommenda-
 tions which I have received from all sources.
 Hongkong, 16th November, 1904.

[65]

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,
 ON

WEDNESDAY AND THURSDAY,

the 20th and 21st of MARCH, 1907, commencing each day at 2.30 P.M., at his
 SALES ROOMS, DUNDALL STREET.

A VERY FINE COLLECTION OF

JAPANESE SILK EMBROIDERIES,
IVORIES AND CURIOS.

COMPRISING:—

BEAUTIFUL SILK EMBROIDERIES, TEMPLE HANGINGS, TABLE and
 CUSHION COVERS, BED SPREADS, SCREENS, KAKIMONOS, PICTURES executed in
 SILK, SILK KIMONOS, &c., &c.

FINELY CARVED IVORY FIGURES, a variety of BRONZES and BRASSES, GOLD
 and SILVER WIRED CLOISONNES, Choice lot of KINKOSAU SATSUMAS and
 MAKUDZOS, some fine DAMASCENE WORK, OLD LACQUER, &c., &c.

TERMS:—As usual.

Catalogues will be issued.

On View from Monday, the 18th March, 1907.

GEO. P. LAMMERT,
 Auctioneer.

[513]

PUBLIC AUCTION.

AT the Undersigned's Sales Room,
 2, Zealand Street,

on

TUESDAY,

the 19th March, 1907,

MISCELLANEOUS GOODS,
 Several Bales of MATTING,
 HOUSEHOLD FURNITURE,
 AND

A Consignment of FINE YORK HAMS
 (just landed).

TERMS:—As usual.

F. KIENE,

Auctioneer,

Telephone No. 574.

Hongkong, 15th March, 1907.

For Sale.

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,
 41 & 43, QUEEN'S ROAD CENTRAL,
 TOP FLOOR.

PORTRAITS, GROUPS and ENLAR-
 GING and COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
 ON HAND.

PRICE VERY MODERATE.
 Hongkong, 15th September, 1905.

[56]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

■ 公 隆 李

CABINET-MAKERS AND ART DECORATORS
 from Shanghai, has re-opened their
 FURNITURE STORE

No. 59, DES VOGES ROAD CENTRAL.
 The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
 of every description can be made to
 order in any design required.

Have been patronised by the Hongkong Club,
 Hongkong Hotel, Telegraph Co., Messrs. A.
 S. Watson & Co., Ltd., Firms and other leading
 Establishments in the Colony, to whom refer-
 ence may be made as to the Superior Work-
 manship and quality of the Furniture, &c.
 supplied.

Messrs. A. S. Watson & Co., Ltd., write as
 follows:—
 "We have pleasure in stating that Mr. L.
 KWONG LOONG furnished the Appara-
 tus to our Dispensary and gave us every satis-
 faction."
 (Sd.) A. S. Watson & Co., Ltd.

ORDERS, partially completed, and
 CHARGES most moderate.
 AN INSPECTION INVITED.

Hongkong, 15th February, 1907.

[57]

Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The following PORTS and
SHERRIES bottled in Europe have
been especially selected and pro-
cured from the celebrated Firm ofC. G. SANDEMAN
SONS & CO.

London, Oporto and Xeres.

PORTS.

	Per Case.
DOURO	\$15.00
OLD TAWNY	18.00
INVALID	18.00
ESTRELLA	24.00
FIVE DIAMOND	27.00
VERY OLD TAWNY	42.00
OLDEST & FINEST	50.00

SHERRIES.

	Per Case.
LIGHT DRY	\$13.00
SOLERA	18.00
VERY PALE DRY	18.00
FULL GOLDEN	21.00
PALE DRY NUTTY	24.00
FINE OLD BROWN	36.00

A. S. WATSON & CO., LIMITED.
AGENTS.

ALEXANDRA BUILDINGS.

Hongkong, 22nd January, 1907.

The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 16, 1907.

SUPREME COURT AFFAIRS.

As a rule, there is little that is of vital importance in the statistical reports which are published annually by the heads of the various public departments, at any rate from the point of view of the average reader, the masses of figures being more calculated to confuse than to enlighten. In the case of the Supreme Court report, however, the paucity of figures as compared with the usual returns for the year makes the task of appreciating the value of the work performed much simpler than generally happens. Moreover, there is considerable significance attached to the Registrar's statement, not so much from the criminal returns as from the civil section of the report. Complaint has been made that the judges of the Supreme Court are overworked, that they are unable to cope expeditiously with the cases which are instituted; but, whether that complaint be justified or otherwise it is not exactly evident that their Honours found the roster beyond their control last year. Naturally, it will be admitted that the appointment of a third judge would be extremely desirable in order that where the Court is at variance in appeal cases a definite result might be secured, one way or the other. But that is beside the question at the present moment. With regard to cases instituted in Original Jurisdiction, 154 were pending when the year opened and 254 were entered; of these 166 were disposed of, 40 being settled or withdrawn, while 90 were struck out of the cause-book, having been standing over generally for more than a year. It is impossible to say from that statement what was the actual number of cases heard by the Court during the year, but we know that 162 cases remained at the beginning of this year to be dealt with in one way or another. The total amount involved was \$2,244,795.99; the debts and damages recovered reached the sum of \$747,973.76; and the fees collected and paid into the Treasury amounted to \$10,174.35. No less than 1,794 actions were placed on the Summary Jurisdiction list, but over 900 of these were either withdrawn, settled before trial, or struck out of the list, leaving a balance of 243. Again we are at a loss to know exactly the number of cases disposed of in open Court, but it was certainly no inconsiderable proportion. The amount involved was

\$776,381.88 and the fees collected amounted to \$8,220.50. The landlords or their agents were to the fore as usual with 174 distress warrants for rent, representing an aggregate sum of \$41,600 odd, and of that sum \$35,732 was recovered, while 173 warrants were withdrawn, the parties having arrived at some private settlement. Seven appeals were submitted during the year, four being against decisions of the Chief Justice, one against the decision of the Police Judge and two from the Magistrates and Land Court respectively. Altogether, five appeal cases were decided, leaving two pending. With reference to appeals to the Privy Council, the decision in the action of Chu Ping v. Chan Ut Chin and Pun K'n Shan reached the Colony, the appeal being allowed with costs. Two Privy Council cases remain undecided—Chan Hong Kiu and others, seven witnesses who were committed for perjury, and a bankruptcy case. Four vessels were arrested during the year under orders issued in Admiralty Jurisdiction. Perhaps the most interesting section of the Registrar's terse report is that which comes under the heading of Bankruptcy Jurisdiction, for herein we are able to judge, to some extent, of the commercial position of the Colony during the year under review. "I, though 1906 was not exactly what could be described as a hitcyon year for trade, it appears that only 43 petitions were filed, 26 being at the instance of debtors while 17 were presented by the creditors themselves. As the report briefly puts the results: "The number of receiving orders made was 37, being 23 on creditors' petitions and 14 on debtors' petitions. The number of public examinations held was 20. There were 15 adjudications; no compositions were approved by the Court. There were two discharges." It is curious how debtors invariably regard their affairs—when it is the creditors who present the petition—as in a most flourishing condition. If they might be believed, adversity is unknown to them; the cry of "wo!" is absurd. Although they claimed that their assets were worth \$600,807 when it came to the realization, only \$74,207 could be recovered. Of course, this may have been due to forced sales at an unfortunate time, but there is certainly a considerable disparity between the debtors' views as to the value of their estates and the actual amount realized. The liabilities of those who were declared in bankruptcy were declared at over \$3,880,916. Last year 39 companies were registered in Hongkong, from which fees amounting to 18,299 were derived. It is one of the peculiar traits of human nature to delve into the private lives of others and such inquisitiveness accounts for the interest bestowed on the "wills and bequests" column of home papers, an interest which is fostered and pandered to by the most respectable journals. Those who have this faculty developed to any extent will turn to the division headed "Probates and Administration" in the hope that their appetite may be gratified. In all, probates and letters of administration to the number of 194 were granted, the aggregate value of the estates being \$5,708,450. Probate duty was paid to the amount of \$164,221, court fees, \$8,789, and official administrator's commission, \$4,180. There were 84 estates vested in or administered by the Official Administrator, during the year, representing a value of \$105,118; 39 estates were wound up, their value being \$1,683. Among some of the estates on which large sums were paid to the Crown as probate duty was that of the late E. R. Bellina, whose Hongkong estate was valued at \$2,424,700, on which \$72,741 was paid. The late H. W. Davis left \$301,101, while Fainton Henderson's effects were valued at \$33,700. A large estate whose value was set down at \$111,000 was left by the late Atwell Coxon, included among the estates of well known persons who were once familiar in Hongkong circles, or whose relatives have once been connected with Hongkong may be mentioned: Bruce Shepherd who left an estate valued at \$9,900; Thomas Rowan, \$83,000; Bishop Moore, \$47,800; H. M. Boyis, \$153,800; Captain Barnes-Lawrence, \$550; C. F. Ficken, \$16,700, etc. In many cases the value of the estates has been paid into the Treasury there being no claimants, although of course, these may turn up at a later date. In one instance, an estate which realised \$21,867 lies with the Treasury, while there are several amounts ranging from \$500 to \$3,500 await the heirs. As will be seen from our summary there is a touch of romance even in this statistical report, which speaks of fortunes lost and regained and fortunes awaiting those who probably have expected them.

In an explosion which was caused by dropping a lighted cigarette near an oil lamp on board the steamship *America* *Mora*, yesterday afternoon, reports the *San Francisco Chronicle* of 8th ult., G. Shimamura and T. Yoshida, two Japanese deck hands, were seriously burned about the face and body. Yoshida may die from his injuries. The Japanese were at work on the ship at the Mail Dock yesterday and had finished the day's task, when the explosion took place. The injured men were taken to the Harbour Hospital, where their wounds were dressed, and were later removed to the Hahemann Hospital. The boat did not take fire and there was no damage except that done by the smoke.

THE INDIAN IMMIGRANT IN CANADA.

According to a writer in the *Indian Review* for February, the suggestion that there is no room for the Indian immigrant on the Canadian Pacific coast is a base and malicious fabrication. Five years ago, if the writer himself is an Indian, is to be believed, there was not a Sikh, Hindoo or Mohammedan in Vancouver, but they began to come in small parties, until now there are some 2,400 Indians in British Columbia alone. The author of the article is not always consistent in his remarks, for while he states in opening that "the search for newer and richer fields of work attracted their roving dispositions to British Columbia," in his closing sentence he describes his fellow-countrymen as "an essentially home-loving people" and proceeds to say that when it is considered "their caste and religious prejudices offer very serious bars to their migrating to the foreign countries; that they are clean, honest, hard working, innocent and industrious people; the iniquity of the campaign which has been started to influence the Government to keep these citizens of the British Empire out of a country that forms the integral part of the Empire can be readily seen." The answer of the people of Vancouver is, naturally, that if the Indians are such lovers of their native land they should stay at home. And to exhibit their views on this subject they carefully refrain from giving the immigrants work of any description, to use to provide them with house accommodation, and allow them to starve in the streets. It will be remembered that when the last batch of immigrants reached Vancouver they were reduced to such straits that many succumbed to the inclemency of the weather, while others were accused of highway robbery, burglaries, and other crimes. Women and children were depicted as trembling with alarm when a band of Indians was seen in the distance and the newspapers were filled with instances in which the "honest, hard-working innocent and industrious people" had been guilty of terrorising the weaker section of the community. Mass meetings were held to protest against the Indian invasion, and the parliamentary representatives of the district were required to exert every influence at their command to bar the gates of Canada to the intruders. Yet in face of this opposition the writer in the *Indian Review* cheerily inspires his brethren with the belief that the movement for their exclusion from Canada is merely a passing wave of feeling and practically invites them to come over to Canada and risk the consequences. He cited one or two Canadians who are entirely on the side of the Indians, but, we fancy, his authorities are hardly to be accepted as conclusively trustworthy. It has been said that the newcomers, fresh from the plains of India are incapable of withstanding the severe cold of the North West, but the author is quite confident that such an idea is absurd, a popular delusion in fact, for he has known these men to "thrive in the colds of Manchuria and Siberia." If the Indians who passed through Hongkong last year on their way to Canada had experience of and thrived on the verge of the Arctic Circle then all we can say is that appearances are extremely deceitful. One of the advantages of living in Canada is, apparently, that the Indian dress—European dress with the exception of the turban, which, also, is soon discarded for the neat and shapely bowler. No doubt that would be an inducement for any Oriental, but most people would prefer to see the native in his national attire and in his natural sphere. The whole objection of the Canadians is directed against the Indian coolie. Already, Indian students, merchants and travellers have the open sesame to the Dominion, and no objection is offered to their presence. But there is a decided and strenuous opposition to the immigration of the coolie class. As the writer admits that the last batch of Indians consisted chiefly of peasants and farmers who had come "from the hills and valleys and rural farms" it can hardly be argued that the Canadians should class them as other than coolies. And when the Government of Hongkong takes the trouble to send out express messengers warning the travelling Indians against the advice of those who would induce them to emigrate, it must surely be obvious that there is some fallacy in the arguments of the Indian writer. They have been told that nothing but destitution lies before them in Canada, that there is no work for the Indian immigrant, that the people are hostile, and that they will not be tolerated in the country. In these circumstances, it seems little short of criminal to attempt to persuade ignorant coolies that their future will be made better if they put foot on Canadian soil. Rather it should be said the woe of their misery they endured in India were as nothing compared with what they will have to face in the new country. Fortunately, it is not very probable that the Indian helot will read the article in question or understand it if he does.

Mrs. J. Brittain has been appointed Comptroller of the Indian Affairs, and His Majesty's Exchequer has been issued to him.

LOCAL AND GENERAL.

Mrs. W. B. Bailey has been appointed acting surveyor of boats of steamships under 85 tons, during the absence on leave of Mr. E. O. Murphy, with effect from the 28th instant.

Wesley's Institute, Main Street, and General Agency of the Hongkong and Shanghai Banking Corporation, have decided to pay a dividend of 15s. 6d. per share, place 15s. 6d. to repairs account, 15s. 6d. to equalization fund, and carry forward 15s. 6d.

The Government in Council has approved the absolute assignment by the Hongkong High Level Tramways Company, Limited (in liquidation), of the whole of their undertaking (being Tramway No. 6 described in the said Ordinance) to the Peak Tramways Company Limited.

The steamship *Powin*, of the Hongkong, Canton and Macao Steamboat Co., will leave Hongkong as extra boat for Canton from the Queen Street Wharf West, at 9 p.m. on Monday, 18th inst., and on Friday, returning from Canton at 5 p.m. every Tuesday, Thursday and Saturday.

His Excellency the Governor has been pleased to appoint Mr. J. H. Kemp to act as Registrar of the Supreme Court, Registrar of Companies, Official Administrator and Official Trustee, during the absence on leave of Mr. Arathorn Seth, I.S.O., or until further notice, with effect from 14th instant.

The heart of New York's Chinatown was officially wiped out at a recent meeting of the Board of Estimates, when a new park was authorised. It is upon the block bounded by the Bowery, Doyers, Tell and Mott Streets. Much of the property is owned by Chinese firms and individuals. The tract includes the Chinese theatre and the Chinese joss house, in which spot of the Chinese worship is held. It has long been considered the most picturesque spot in the city.

At the Marine Court, this morning, before Commander J. R. H. Taylor, Harbour Master and Marine Magistrate, L. S. Winter charged J. McArthur, master of the Chinese steamer *Meefoz*, with disobeying the lawful commands of the Harbour Master by refusing to shift his vessel when ordered by prosecutor to do so, defendant being moored in an improper place. Defendant admitted that he did refuse to shift when ordered by the sergeant to do so, but afterwards he changed his mind and did shift. He produced his logbook in proof of this. He was discharged.

This big trans-Pacific liners have been singularly unfortunate during the past few months, though the latest disaster to the *Dakota* appears to be the most serious of all. It seems that the *Korea* met with a mishap on Friday, her moorings at San Francisco on her last outward voyage. The local *Chronicle* states that at one o'clock the *Korea* cast off her lines at the Pacific Mail dock, but for the next two hours stuck on a mud bank that for several years past has been one of the drawbacks along that part of the water-front. The Pacific Mail Company has often complained of this bank, and the State of California, represented by the Harbour Commission, has made many promises that the obstruction would be removed. It is still there, however, and its presence was particularly evident to those on board the *Korea*. The combined efforts of three tugs were necessary to dislodge the liner from the mud. Before the *Korea* was away from the Mail dock the *Korea* and *Meefoz* were damaged, but will cost the Pacific Mail Company several hundred dollars.

A CORRESPONDENT writes to express his surprise at the difference between the way the pathways are kept free of crowds from the House in front of the Clock Tower, and thence on West. "Taking a walk last evening he noticed that in the first named locality the gaping crowds were ordered to 'move on', and had to do so, so that pedestrians who had legitimate business calling them along the route were unable to walk without being jostled at every step, by some loiterer, loitering aimlessly along, with folded arms, and the knowledge imprinted on his countenance that he had the day before him and the path was as much his as anyone else's." "That is alright and proper," goes on our correspondent, "but see how the conditions change when the Central Market. If one stops to look in a shop window to see if the articles there 'displease' those 'one wishes to purchase, immediately a number of filthy looking coolies will stop to stare at one's elbow to stare vacantly into the same window, though they know not what they stare at. 'Lately, too,' continues he, 'the Chinese shops have installed small gramophones and musical boxes, with the object of calling attention to their wares displayed in the windows, but they do not attract the desirable class, purchasing class; they only cause the collection of crowds of the most undesirable men without means, and so respectable pedestrians have to step off the path into the road to pass them. If they desire to avoid a hustling and jostling from the elbows of the loitering loafers, they are not to be seen. In conclusion, our correspondent mentions that last night he got out of his 'rickshaws' to enter a tailor shop, and found a crowd of loiterers, and the usual inquisitive crowd gathered round the door. Suddenly he felt a tug in his watch-chain, a solid gold one, and looking securely fastened, and as he 'at once made a grab in the direction of the tug' he found he had received a blow in the side of the face that sent him staggering, his assailant disappearing in the crowd which was no doubt quite willing to protect him. He saved his watch, but he had no remedy against his unknown assailant. The pedestrian traffic along the route has always appeared to us to be unnecessarily congested. Perhaps if the cry of 'move on' in all possible directions, was more frequently heard it might improve matters, and render them a little pleasant for foreign pedestrians on business intent."

CANTON DAY BY DAY.

THE KOWLOON-CANTON RAILWAY.

[From Our Own Correspondent.]

Canton, 15th March.
In accordance with the despatch from the Viceroy advising the Canton-Hankow Railway Company to call a meeting for the purpose of discussing the idea of investing surplus capital of the Company in the British syndicate as shares for the construction of the Canton-Kowloon railway as reported yesterday, the Company has now arranged an extraordinary meeting for the 20th day of this moon to discuss the question.

PROPOSED GOLD CURRENCY.

A Peking telegram states that the President of the Tschupai has decided to mint and issue gold coins for circulation throughout the Empire and has submitted the question for discussion at the capital.

INSPECTOR OF MINES ARRIVES.

Yesterday H. E. Chan Bik, Inspector of Imperial Mines, arrived here about noon on board the Chinese gunboat *Sun Hong* which was despatched to meet him at Hongkong. The Magistrate of Nanchow and the Brigadier-General of Kwangchow proceeded to Whampoa in the early part of the day to meet the *Sun Hong*. On arrival at the Tiao Tiao wharf, H. E. Chan Bik, the Provincial Treasurer and Examiner and the Provincial Judge were there to meet the distinguished official. He is now taking up his temporary residence at Woong Wah Kwan, inside the City.

FAMINE PROSPECTS.

The rice produced in the Kwangtung province is far from being sufficient for the inhabitants of this province and rice is required from other places such as Siam, Annam, Wuhu, Kwangsi, etc., at present rice is exceedingly high in price and the outrage in the Tung Kuo District should be noted as the forerunner of the prospect of famine. Now the native authorities are devising means to prevent the people from being famine-stricken and are preparing to buy a large quantity of rice from various places, with Government funds, and will sell it to the people at the lowest price in case of famine. By order of the Viceroy, the Provincial Treasurer has given instructions to the two district Magistrates of Nanchow and Panyu to buy rice in the same way as was done a few years ago and at the same time to request the different charitable institutions to solicit subscriptions towards the fund for purchasing rice.

WARNING TO COOLIES.

Yesterday a placard posted at Sap Pat Po under the heading "To wake up Brethren" attracted a large number of passers-by. It was a copy, made out by some unknown person, of the despatch from Sir Chun Tung Liang Ching, Chinese ambassador at Washington, U.S.A., to a certain ministry at Peking requesting the members to take steps to stop emigrants from going to Panama to work on the canal. The despatch consists of several hundred characters. In receipt of a despatch from the President of the Shanghai Ningpo Railway Company, H. E. the Viceroy has instructed the officials of the Bureau of Agriculture, Industry and Commerce to issue a proclamation asking the public to buy the debentures issued by the Shanghai-Ningpo Railway. The loan was issued at 195 for 100, and the debentures are at 100 each. British and Chinese buyers will be treated alike.

FIRE INQUIRY EXPECTED.

TO ELUCIDATE ALLEGED INCONSISTENCIES.

If a rumour which was in circulation in the city to-day is true, and there is sufficient reason to believe that there is some truth in it, an inquiry will be held at an early date into the circumstances surrounding the outbreak of a fire which destroyed a house in Jervois Street some days before the Chinese New Year. That the police authorities have been a long time investigating the matter is quite evident, but certain matters which have been brought to light during the investigation necessitate the calling of a Court of Inquiry. As far as can be learned no settlement has been arrived at between the insurance company and the owner of the building. The ground floor of the house in question was used by a piece-goods firm; the first floor was a store-room, and the upper storeys as quarters for the employees. The building and goods therein were insured for \$10,000. Soon after the fire the policyholder sent in a claim for the full amount, and this, being reported, the insurance firm refused to pay, holding that from an examination of the premises after the fire there was not \$10,000 worth of silk goods in the firm's store-room; in fact, it is alleged, there were no goods there at all before the fire. They made the piece-goods firm an offer, but it was refused. At the inquiry which is expected to take place soon, expert evidence will be called to give an opinion on this matter.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory—On the 16th at 12.16 p.m.—The barometer has fallen in N.E. Japan, and risen elsewhere. The anticyclonic area is central over the Continent to the North of the Yangtze, and pressure is low over the Pacific to the N.E. of Japan.

Gradients continue rather steep and strong monsoon may be expected in the Formosa Channel and N. and N.E. gales over the China Sea.

Hongkong at 10 p.m.—Wind, N. to N.E. winds, fresh; dull, some light rain.

2.—Formosa Channel, N.E. wind, strong.

3.—South coast of China between Hongkong and Lamook, same as No. 2.

4.—South coast of China between Hongkong and Hainan, N. to N.E. winds strong.

OEO. FENWICK AND CO., LTD.

MEETING OF SHAREHOLDERS.

An annual meeting of shareholders of Messrs. Geo. Fenwick and Company, Limited, was held in the Hongkong Hotel, at noon, to-day. Mr. A. Rodger presided. Officers present were: Messrs. W. Parlane, J. McCorquodale, J. D. Kiddland, J. Forbes, J. Irving, H. P. Smith and J. J. Andrew (manager).

The notice convening the meeting was read, after which—

The Chairman said:—Gentlemen: With your permission we will adopt our usual practice and take the report and statement of accounts as read. Your directors regret that the year under review, so far as engineering and shipbuilding are concerned, began with a dullness in trade which continued for eight months; but we are glad to say that notwithstanding this, we got a fair share of the work offered, profits on which were small owing to the strong competition prevailing. During the latter months of the year, a briskness in business set in, and we have been kept fully employed in all departments since. The launches, buildings, plant and machinery have been kept in a good state of repair. Unfortunately, the severe typhoon of September 18th caused some inconvenience and monetary loss, to the extent of \$4,400, at North Point, and \$1,700 at the Wanchai Vorks, in all \$6,100. The damage wrought at Wanchai has since been made good; whilst about a third of that at North Point, which required immediate attention, was repaired at once. The report and statement of accounts now before you are very clearly detailed, and therefore it is not necessary for me to repeat the figures therein stated. We trust the proposed division of profits, as presented, meets with your approval. I informed you at our last general meeting that we had petitioned the Colonial Office for permission to carry on our business at Wanchai for a further period of three years. This, I am glad to tell you, they have been good enough to grant. Our new site at North Point is filled in and the reclamation finished and ready for building purposes, but the lifeless state of the land and property market in the Colony at present, requires our contemplated removal there. Late in August, we contracted to build two steel steam wheel steamers for the island waters of Indo-China. At the end of 11 years the work was well under way. Since then, both have been launched. One is now completed and ready for delivery, and the other should be finished about the middle of next month. An order was also booked to build six large wooden lighters for Hongkong owners. I am sorry to say we have been unable to finish the work so soon as was anticipated, owing to a scarcity of carpenters in the Colony since the typhoon. The European staff have worked in harmony and carried out the respective duties willingly. I am pleased to say we have started 100 under more favourable conditions than last year and the prospects seem much brighter. As far as business and financial conditions are concerned, I think there is nothing further to be said which will interest you, but before moving the adoption of the report and accounts, should any further information be desired, I shall be pleased to give it to the best of my ability.

There were no questions asked.

The Chairman moved that the report and accounts be adopted and passed.

Mr. Irving seconded.

Carried.

Mr. Forbes proposed that Mr. A. Rodger be re-elected to the directorate.

Mr. McCorquodale seconded.

Carried.

Mr. H. Percy Smith was re-elected the Company's auditor for the ensuing year, on the motion of Mr. Kiddland, seconded by Mr. Irving.

The Chairman:—Thank you for your attention.

After gentlemen divided warrants will be ready on Monday.

This closed the meeting.

NEWS was received in New York last month that the Lloyds agency has added to its many odd assurances one on the life of Henry Thaw, who is being tried for the murder of Stanford White in New York. Lloyds, according to the dispatch, agree to pay a \$500,000 loss if the prisoner is executed. The amount underwritten is not divulged.

The Hon. Treasurer of the Allen Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Melchers & Co. 25
Fairall & Co. 25
Glossman & Co. 25
O'Brien & Co. 25
O'Brien Living & Co. 25
J. D. Humphreys & Son 25
Holland China Trading Co. 25
Java China Japan Importers 25
Jensen & Co. 25
Lamke & Roze 25
W. R. Loxley & Co. 25
D. MacDonald & Co. 25
Mr. A. R. Marty 25
Mr. H. N. Mody 25
Mr. H. M. H. Namaste 25
Mr. E. Pabany 25
Hon. Mr. H. F. Pollock 25
J. J. dos Remedios & Co. 25
Mr. M. W. Slade 25
Palmer & Turner 25
Mr. D. W. Craddock 25

SHIPPING AND MAILS.

MAILS OUT.

In Han (*Vamsang*) 20th inst.
Australian (*Chiglu*) 23rd inst.

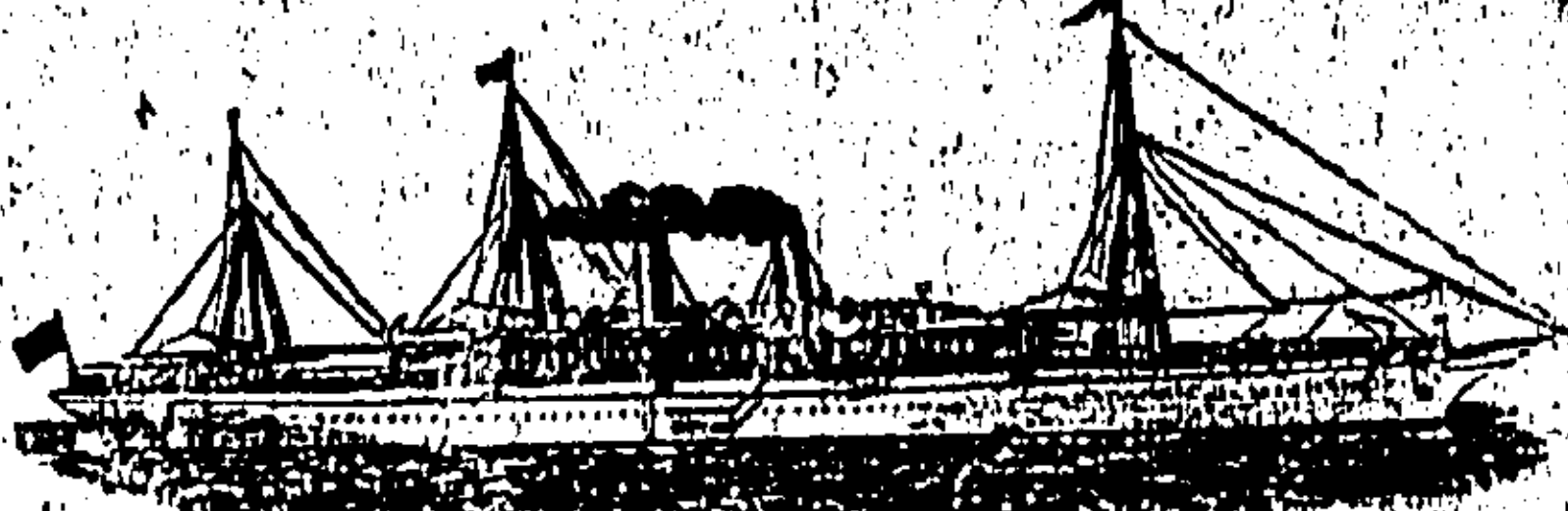
The s.s. *Louise Castle* sailed to-day from Shanghai for Foochow and Hongkong.

The Ben Line s.s. *Banana* from Latta and London, left Singapore yesterday for this port.

The N. Y. K. s.s. *Kumata Maru* from Australia, left Nagasaki for this port on 14th inst. and is expected here on 19th inst.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

11 Days YOKOHAMA to VANCOUVER. 18 Days HONGKONG to VANCOUVER.

Table with 4 columns: R.M.S., Tons, LEAVE HONGKONG, ARRIVE VANCOUVER. Rows include TARTAR, EMPRESS OF CHINA, ATHENIAN, EMPRESS OF INDIA, MONTEAGLE, and EMPRESS OF JAPAN.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at St. John, N.B., with the Company's New Palatial "EMPERESS" Steamships.

Hongkong to London, 1st Class, via St. Lawrence £60. Via New York £62. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. £42.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

Table with 3 columns: For, Steamship, On. Rows include SHANGHAI, MANILA, and various dates.

JARDINE, MATHESON & CO., General Managers. Hongkong, 16th March, 1907.

CHINA NAVIGATION CO., LIMITED.

Table with 3 columns: FOR, STEAMERS, TO SAIL. Rows include SINGAPORE, SHANGHAI, YOKOHAMA, MANILA, CEBU, TIENTSIN, CHEFOO, and others.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A daily qualified Surgeon is carried.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Table with 5 columns: Steamship, Tons, Captain, For, Sailing Dates. Rows include BUS and 24 FIDR.

For Freight or Passage, apply to SHEWAN, TOMES & CO., GENERAL MANAGERS.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO. FOR NEW YORK via PORTS AND SUEZ CANAL. (With Liberty to Call at the Malabar Coast).

Table with 3 columns: Steamship, To sail, On or about. Rows include ALBENGA and ATHOLL.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers "HAMBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling.

NEXT SAILINGS FROM HONGKONG.

Table with 2 columns: Outward, Homeward. Rows include FOR SHANGHAI, KOBE, AND YOKOHAMA, and FOR THE STRAITS, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH, HAVRE AND HAMBURG.

FOR SHANGHAI, YOKOHAMA, KOBE, MOJI, AND NAGASAKI.

THE Steamship "JAPAN" Captain J. G. Olifant, will be despatched for the above Ports, on MONDAY, the 18th instant, at 3 P.M.

S. S. "MERCURY."

THE above Steamer will be despatched for NAGASAKI AND VLADIVOSTOCK on MONDAY, 18th March.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. (With Liberty to Call at Malabar Coast). PROPOSED SAILINGS FROM HONGKONG.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE. REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND IQUIQUE VIA JAPAN PORTS.

Will be sent to VALPARAISO if sufficient inducement.

Steamers Tons To sail. "GLENFARG" 4,000, March 26, at Noon. "KASATO MARU" 6,102, April 25, at Noon.

K. MATSUDA, Manager, Yokohama.

A BROKEN-DOWN SYSTEM.

This is a condition (or disease) which doctors give many names to, but which few of them really understand.

THE NEW FRENCH REMEDY THERAPION No. 3.

THE EXPIRING LAMP OF LIFE. LIGHTED UP AFRESH. THERAPION.

Consigners.

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "SANDAKAN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before MONDAY, the 18th March, at 5 P.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th March, at 9 A.M.

All Claims must reach us before the 23rd March, 1907, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & Co., Agents.

Hongkong, 16th March, 1907.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer "CEYLON."

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here, unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 18th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 16th March, 1907.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP "ATHOLL," FROM LIVERPOOL, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 18th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 30th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 18th instant, at 3 P.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & Co., Agents.

Hongkong, 16th March, 1907.

THE Steamship "ZIETEN."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded, unless notice to the contrary be given before FRIDAY, the 15th March, at Noon.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd March, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd March, at 9.30 A.M.

All Claims must reach us before the 29th of March, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD. MELCHERS & Co., Agents.

Hongkong, 16th March, 1907.

THE SHANGHAI GENERAL HOSPITAL.

References to the growth of Shanghai, have ceased to possess the element of novelty, and by common consent are classed with the number in the category of platitudes for desultory conversation.

This does not imply, however, that the full effect of the hazy statement in its relation to our every day existence meets with general appreciation.

We pride ourselves on the progress of the Settlement, but at the same time we like to dwell on the past, and to point out lingering indications of the days when the size of the community made for simplicity of administration.

By all means let this aspect of life in Shanghai, which has contributed from its early days one of its chief charms, be retained as long as possible, provided it does not interfere with efficient administration.

It is an axiom that in the growth of every community a time comes when a break has to be made with the modest arrangements that were admissible enough for small beginnings.

But it is a matter of difficulty to those who have grown up with that community to decide when the psychological moment has arrived which makes the dividing line between a small and a big community.

This dilemma is an ancient one and received its historic application at the hands of the Greek apostle, who worried his contemporaries by asking them to determine how many grains went to a heap.

The problem is still unsolved, and it must also remain entirely a matter of opinion when a community may be considered to have outgrown the institutions of its youth.

To-day, in Shanghai we differ from most towns of similar proportions in retaining two important public institutions that have expanded from time to time with the growth of the Settlement.

But have not yet discarded their amateur or quasi-amateur composition of early days. Of its Volunteer Fire Brigade Shanghai has every reason to be inordinately proud.

But it may well be a matter for debate in justice to the public-spirited members themselves, whether such an important Municipal Department can remain indefinitely on its present basis.

The other institution is the General Hospital, and its work needs no qualification to justify continual attention on the part of the community to ensure that it shall be in a position to fulfil all that is required of it.

Criticism of a general nature has recently been passed on the Hospital, and as the subject may come up for discussion at the approaching meeting of Ratepayers it is advisable to recall briefly to public knowledge the history of the institution.

The hospital dates from 1863 and has undergone many vicissitudes in the forty-three years of its existence. The original scheme provided for the formation of a company, and 418 shares of £1, 100 each were actually taken.

Financial success did not attend the working of the Hospital, and in 1868 it was thought advisable to modify its constitution. The Trustees invited shareholders to cancel their shares, and to invest in the property.

This proposal was brought forward at a meeting of shareholders and duly approved by them, and for the next seven years the task of inducing shareholders to surrender their scrip was systematically carried out by the Trustees.

In 1871 the Hospital question had become acute, and a special meeting of Ratepayers was called in September to consider the subject. After a lengthy discussion a resolution was carried instructing the Municipal Council to treat with the Trustees with the view of taking over the property and founding a Municipal Hospital, and at the same time authorizing the raising of debentures to the amount of £12,000 for the purpose.

These instructions, however, were not acted upon, but as a result of a conference between the Trustees and the Council a meeting of shareholders was held in December, 1875 and it was agreed to liquidate the institution and to vest the property in the Board of Trustees, the present Board of Governors comprising three Council, four ratepayers chosen by the Northern Municipality and two by the French Municipality.

The ratepayers of the former Municipality granted a sum of £15,000 to the Board, and both Councils made a grant of £10,000 each. From this sum the Board of Trustees, in 1877, it is believed, that the General Hospital is to be regarded as a property held in trust for the whole foreign Shanghai, and the ratepayers of the two Municipalities are the final court of appeal in all questions concerning its administration.

It was a happy inspiration that prompted the youthful Settlement, in the early stages, to secure the services of the devoted Sisters of the Order of St. Vincent de Paul to undertake the management of the General Hospital, and the needs of the community were small and the very considerable saving effected by accepting the Sisters' offer of £75,000 was appreciated at the time.

London—Bank T.T.	3/21
Do demand	3/25 1/2
Do 4 months' sight	3/21
France—Bank T.T.	2/75
America—Bank T.T.	52
Germany—Bank T.T.	2 1/2
India T.T.	16 1/2
Do demand	16 1/2
Shanghai—Bank T.T.	10 1/2
Singapore T.T.	7 1/2 prem
Yapan—Bank T.T.	106 1/2
Java—Bank T.T.	103 1/2

Barings.	
4 months' sight L/C	3/2 1/2
6 months' sight L/C	2 1/2
30 days' sight San Francisco & New York	53 1/2
4 months' sight do.	54
30 days' sight Sydney and Melbourne	2 1/2
6 months' sight France	2 1/2
4 months' sight	2 1/2
6 months' sight Germany	2 1/2
San Silver	57 1/2
Bank of England rate	5 1/2

Derwent, Br. s.a. 1,593, J. Jenkins, 14th Mar.
—Saigon 17th Mar., Gen.—Man Fat & Co.
Empress of China, Br. s.a. 3,096, R. Archibald,
s.N.R., 11th Mar.—Vacouver, B.C., 20th
Feb., and Shanghai 13th Mar., Maila and
Gen.—T. R. Co.
Euting, Ger. s.a. 1,100, Langschwaben, 12th
Mar.—Saigon 15th Mar., Gen.—& Co.
Falk, Nor. s.a. 1,380, G. M. Gundersen, 11th
Mar.—Rajang (Borneo) 2nd Mar., Timbe
—S. W. & Co.
Germania, Ger. s.a. 1,744, H. Lorenzen, 13th
Mar.—Sourabaya 2nd Mar., Sugar.—J.
Co.
Hatching, Br. s.a. 1,277, A. E. Hodgins, 14th
Mar.—Foonchow, 10th Mar., Amoy 12th
and Swatow 13th, Gen.—D. L. & Co.
Helm, Ger. s.a. 3,556, W. Metzenich, 15th
Mar.—Kutchinow 13th Mar., Coal.—H.
L.
Hilary, Ger. s.a. 1,276, H. Uecker, 10th Mar.,
Sourabaya 23rd Feb., Sugar and Gen.—
W. & Co.
Japan, Br. s.a. 3,806, J. G. Olfent, 13th Mar.
—Calcutta 24th Feb., Penang and Sing.
—po 6th Mar., Gen.—D. S. & Co., Ltd.
Kiakiang, Br. s.a. 1,228, H. A. Wavell, 17th
Mar.—Canton 14th Mar., Gen.—B. & S.
Labor, Nor. s.a. 2,490, J. H. Jensen, 12th Mar.
—Natusa Island via Singapore 3rd Mar.
—Timber and Plank—China.
Margaria, Am. s.a. 721, J. A. B. Cushing, 2nd
Mar.—Singapore 24th Feb.
Masan Maru, Jap. s.a. 702, I. Sakurai, 9th
Mar.—Tamsui 10th Mar., Gen.—O. S. F.
Merapi, Dut. s.a. 1,597, Udiali, 14th Mar.
—Singapore 8th Mar., Sugar.—Order.
Michael Jensen, Ger. s.a. 951, H. Bendixen,
15th Mar.—Hobhoth 12th Mar., Rica &
Gen.—J. & Co.
Michael Maru, Jap. s.a. 861, M. Sone, 12th
Mar.—Canton 15th Mar., Ballast.—M.
F.

Ships Passed The Canal.

12th February—*Nipura*, *Erkharang*, *Frans Ferdinand*; 14th February—*Salatis*, *Oanfa*, *Acamemnon*, *Ping Suey*, *St. George*, *Nubia*, *Rivurclady*, 19th February—*Achilles*, *Bennue*, *Japan*, *Zlelon*, 23rd February—*Mene-laus*, *Polynesian*, *Seydlitz*; 27th February—*Kagawawa Maru*, and *Muru*, *Nalegawia*; 28th February—*Benarion*; 28th February, *Montgomeryshire*, *Samatra*, *Nubia*, *Patroclus*, *Falcon*, *Dorothy*, *Kapnora*, *St Oswald*, 1st March—*Ambrst*, *Borneo*, *Duculon*, *Glenroy*, *Glen-glen*, *Merionethshire*, *Oceanien*, *Speula*, *Wray*, *Castle*, 3rd March—*Banadler*, *Christi*, *Indra*, 4th March, *Ping Rega*, *Luxemburg*, 5th March—*Fornasao*, *Gnelus*, *Idemeneus*, *Ville de la Clotot*, *Koranna*, *Inaba Maru*, *Wakasa Maru*, *Fostonial*, *Schoenfeld*, 12th March—*Denbighshire*, *Den of Mainz*, *Maazoon*, *Sotsumu*, *Rhenania*, *Glemarr*, *Shimosa*, *Sileria*, (Ger.) 15th March—*Ajfax*, *Alcinous*, *Jawa*, *Tourane*, *Floridan*, *Norman Prince*,
Arrivals at Home—12th February—*Slam*, *Glucius*, *Kilkentara*, 15th February—*C. Ferd*, *Loeile*, *Flinthshire*, *Keumun*, *Hitchi Maru*, *St. Domingo*, 19th February—*Namur*, 23rd February—*Belleophon*, *Hohenstaufen*, *Erkharang*, *Frans Ferdinand*, *Salatis*, 24th February—*Ping Suey*, 1st March—*St. Patrick*, *Andulstia*, 4th March—*Nubia*, 5th March—*Ghaese*, *Kagawawa Maru*, *Verona*, *Achilles*; 8th March—*Oceanien*, *Seydlitz*, *Prince Htein-*

Swatow, Amoy and Tamsui—*Per Kasan Maru*, 17th Mar., 9 A.M.
Singapore—*Per Shantung*, 18th Mar., 11 A.M.
Amoy, Tamsui, 18th Mar., 115 P.M.
Shanghai and Yokohama—*Per Japan*, 18th Mar., 2 P.M.
Nagasaki and Vladivostok—*Per Mercury*, 18th Mar., 3 P.M.
Shanghai—*Per Kiuksiang*, 18th Mar., 3 P.M.
Europe, &c., India, *via* Tuticorin—*Per Tonkin*, 19th Mar., 11 A.M.
Shanghai—*Per Sui Tai*, 19th Mar., 1.15 P.M.
Shanghai—*Per Shaoching*, 19th Mar., 3 P.M.
Yokohama and Kobe—*Per Changsha*, 19th Mar., 3 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C. and Seattle, Wash.—*Per Tango Maru*, 19th Mar., 3 P.M.
Manila—*Per Tsang*, 19th Mar., 1 P.M.
Singapore, Penang and Colombo—*Per Bingo Maru*, 19th Mar., 5 P.M.
Nagasaki, Kobe and Yokohama—*Per Yawfa Maru*, 20th Mar., 11 A.M.
Macao—*Per Sui Tai*, 20th Mar., 1.15 P.M.
Cebu and Iloilo—*Per Kaifong*, 20th Mar., 3 P.M.
Shanghai—*Per Kwongang*, 20th Mar., 3 P.M.
Macao—*Per Sui Tai*, 21st Mar., 1.15 P.M.
Shanghai, Moji, Kobe and Yokohama—*Per Tjiltjouw*, 21st Mar., 5 P.M.
Manila, Thursday Island, Coochin, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth and Fremantle—*Per Kumano Maru*, 22nd Mar., 11 A.M.
Macao—*Per Sui Tai*, 22nd Mar., 1.15 P.M.
Singapore, Penang and Seattle, Wash. 5 P.M.
Amoy and Manila—*Per Kook*, 22nd Mar., 4 P.M.
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—*Per America Maru*, 23rd Mar., 10 A.M.
Europe, &c., India, *via* Tuticorin—*Per Macedonia*, 23rd Mar., 11 A.M.
Macao—*Per Sui Tai*, 23rd Mar., 1.15 P.M.
Karatsu, Kobe, Yokohama, Callao, (Peru) and Iquique (Chile)—*Per Glenary*, 24th Mar., 11 A.M.
Singapore—*Per Kuchikow*, 24th Mar., 3 P.M.

VISITORS AT THE HOTEL
CRAIGFIELD.

Thompson, Mrs. A. Ross
 Hager, R.
 Thompson, Mr. and Mrs.
 C. G.
 Connor, G.
 Miss F. F.
 Wiles, Mr. and Mrs.
 W. S.
 Thompson, Mr. & Mrs.
 John
 Atkinson, H. G.
 and B. R.
 and H. B.
 Van Velsor, A. Van (Vice-
 Consul for Panama)
 Beck, R. J.
 Conney, Mr. & Mrs. S.
 Conney, Miss
 Conney, Mr. and Mrs.
 G.
 Conroy, Mr. and Mrs.
 N. F.
 Cook, K.
 Conner, Mr. and Mrs.
 J. W.
 Conington, F. G.
 Douglass, Mr. & Mrs.
 D.
 Campbell, T.
 Campbell, L. F.
 Connors, Capt. M. de
 Carter, A.
 Caple, Mr. and Mrs.
 E. R.
 Major A. H. C. V. C.
 Casman, B. F.
 Cathlam, Hon. & Mrs.
 W.
 Cathlam, Miss
 Clark, M. O.
 Cathlam, Mr. and Mrs.
 F. W.
 Eggert, R. N., Eng.-L.
 and Mrs.
 Johann, H. J.
 and H. E.
 and J. L.
 Oulark, J.
 Oulark, A. H.
 Chickashok, A.
 Davies, F. O.
 Donald, Mr. and Mrs.
 W. H.
 Dollite, F. H.
 Dowley, Mr. and Mrs.
 W. A.
 Downing, Mr. and Mrs.
 C. C. and Infant
 Drayton, C. A.
 Dunlop, C. A.
 Schelman, B.
 Westmann, W.
 Evans-Jones, Mr. and
 Mrs. E.
 Birchard, H. J.
 Fischer, R.
 Fisher, H. G.
 Anklin, C. B.
 Ansell, B. L.
 Ansell, B. Stuart
 (American Vice Con-
 sul General)
 Allen, Denham
 Ant, A. W.

Abbey, Dr. G. G.	Mrs.	Kent, R. A. Col. & Mrs.	N
Adams, Dr.	Kent, Col. and Mrs.		N
Adams, M. P.	Knight, C. C.		O
Adams, Mrs.	Martin, R.		I
Adams, Capt.	Miller, Mr.		C
Adams, Mr. and Mrs. D.	Moore, Mr. and Mrs.		N
Adams, E. S.	Moss, D. K.		N
Adams, J. H.	Olsen, Mr. & Mrs. K.		K
Adams, Mr. and Mrs.	Parsons, Mr. and Mrs.		G
Adams, W.	Reid, R. A. M. C., Lt. Col.		S
Adams, A. S.	J. M.		V
Adams, G. N.	Riggs, Mr.		S
Adams, C. F.	Rissland, Mr. & Mrs.		F
Adams, Capt. & Mrs.	H.		F
Adams, Mr. and Mrs.	Ross, Major		E
Adams, Major J. R.	Sayer, Mrs. W. E.		K
Adams, Mr.	Sayer, G. W.		A
Adams, Mr.	Singer, Mr.		V
Adams, Mr.	Smith, A. Findlay		V
Adams, Mr.	Spurge, Mr.		G
Adams, Mr.	Thomson, O. D.		V
Adams, Mr.	Valliscelli, Consul-Gen.		H
Adams, F. A.	West, J. P.		P
Adams, E. E.	Wilder, A. P.		P
Adams, W. T.	Wilson, J. W.		T
Adams, Mr. and Mrs.	Woonmaker, Mr. and		C
Adams, H. U.	Mrs.		A
Adams, Mr. and Mrs.			

own, Mr. W. N.	Mubro, Miss A.
pell, Mr. and Mrs.	Pellen, Mr.
J. R. and 2 children	Piper, C.
arrow, Mr. and Mrs.	Simpson, Mr. and Mrs.
J. J. L.	T. K.
ow, W.	Simpson, Mrs. W. M.
ow, Mrs. W. and 2	and child
children-	Talbot, D.
ent. Com. Thomas,	Thomas, Lt.-Comdr. L.
L.	Whyte, Mr. and Mrs.
ne I	B. and child

McCollum, A. F. and
 Mrs. G. F.
 McCollum, N. J.
 Milne, Mr. and Mrs. P. E.
 Moffat, G.
 Moser, M.
 Nicholson, D. M.
 Peacock, Miss Anna
 Peterson, Mrs. Mina
 Shilton, C. C.
 Silverstone, Mr. & Mrs.
 S.
 Silverstone, M. L.
 Small, Miss G.
 Somers, Mrs. C. M.
 Somers, Miss D. P.
 Stone, Miss M.
 Strong, J. L. Conde,
 and Mrs.
 Stevenson, Miss
 Swan, W. H.
 Williams, G.

		Bar.	Tb.	Hu.	Wlad	Wr.
Investment	7 a.m.	—	—	—	—	—
London	8 a.m.	29.85	—	—	—	—
London	9 a.m.	29.97	—	—	—	—
London	10 a.m.	29.95	—	—	—	—
London	11 a.m.	29.95	—	—	—	—
London	12 a.m.	30.15	—	—	—	—
London	1 a.m.	30.12	—	—	—	—
London	2 a.m.	30.08	—	—	—	—
London	3 a.m.	30.13	—	—	—	—
London	4 a.m.	30.17	—	—	—	—
London	5 a.m.	—	—	—	—	—
London	6 a.m.	—	—	—	—	—
London	7 a.m.	—	—	—	—	—
London	8 a.m.	—	—	—	—	—
London	9 a.m.	30.52	36	80	—	—
London	10 a.m.	30.45	31	63	—	—
London	11 a.m.	30.35	49	63	—	—
London	12 a.m.	30.14	50	93	—	—
London	1 a.m.	—	—	—	—	—
London	2 a.m.	—	—	—	—	—
London	3 a.m.	—	—	—	—	—
London	4 a.m.	—	—	—	—	—
London	5 a.m.	—	—	—	—	—
London	6 a.m.	—	—	—	—	—
London	7 a.m.	—	—	—	—	—
London	8 a.m.	—	—	—	—	—
London	9 a.m.	—	—	—	—	—
London	10 a.m.	29.19	59	93	—	—
London	11 a.m.	—	—	—	—	—
London	12 a.m.	—	—	—	—	—
London	1 a.m.	—	—	—	—	—
London	2 a.m.	—	—	—	—	—
London	3 a.m.	—	—	—	—	—
London	4 a.m.	—	—	—	—	—
London	5 a.m.	—	—	—	—	—
London	6 a.m.	—	—	—	—	—
London	7 a.m.	—	—	—	—	—
London	8 a.m.	—	—	—	—	—
London	9 a.m.	—	—	—	—	—
London	10 a.m.	29.93	82	—	—	—
London	11 a.m.	—	—	—	—	—
London	12 a.m.	—	—	—	—	—
London	1 a.m.	29.86	86	—	—	—

[illegible]

	10 A.M.	4 P.M.
Barometer	30.19	30.17
Temperature	59	61
Humidity	93	83
Rainfall		

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION

NAME.	CLASS.	TONS.	GUNS.	I.H.P.	CAPTAIN.	LAST REPORTED AT
Acherity	despatch vessel	1,700	4	3,000	Commander E. La T. Leatham	Hongkong
Agassiz	cruiser, and fleet	4,560	10	7,000	Captain C. L. Vaughan-Lee	Shanghai
Badford	cruiser, 1st class	9,800	14	23,000		on passage to China Station
Brimble	river gunboat	710	6	900	Lieut.-Commander E. G. W. Davidson	Yangtze
Britomart	river gunboat	710	6	900	Lieut.-Commander W. L. Bamber	Yangtze
Cadmus	sloop	1,070	6	1,400	Commander B. L. Mafendie	Hongkong
Cherub	water tank and tug	390	—	300		Hongkong
Clin	sloop	1,070	6	1,400	Commander C. D. S. Ralke	Shanghai
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander A. L. Gresson	Hongkong
Flora	cruiser, 2nd class	4,560	10	7,000	Captain H. Glyn-Dalrymple	Hongkong
Flind	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. B. Cox	Hongkong
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. Leake-Haston	Hongkong
Janus	torpedo boat destroyer	280	6	3,900	Lieut.-Commander W. H. Darwell	Hongkong
Kept	cruiser, 1st class	9,800	14	22,000	Captain S. V. V. de Horsey	Singapore and Southern ports
King Alfred	cruiser, 1st class	14,100	18	30,000	Captain C. F. Thurbury	Hongkong
Kioska	river gunboat	616	4	1,200	Lieut.-Commander Percy Crabtree	Yangtze
Mermaid	surveying ship	1,470	6	1,400	Captain John F. Parry	on passage to China Station
Monmouth	cruiser, 1st class	9,800	14	23,000	Captain J. A. Tuke	Hongkong
Moorhen	river gunboat	186	2	800	Lieut.-Commander Robert E. Vaughan	West River
Outer	torpedo boat destroyer	310	6	5,300	Lieut.-Commander B. G. Walcott	Hongkong
Robin	river gunboat	81	2	240	Lieut.-Commander H. T. Alley	Hongkong
Saltpetre	river gunboat	81	2	240	Lieut.-Commander J. T. S. Lyne	Yangtze
Spartan	cruiser, 1st class	19,200	—	—	Captain C. J. Sykes	Shanghai
Spar	torpedo boat destroyer	250	6	6,500	Boatswain T. D. Strath	Hongkong
Star	receiving ship	4,050	6	—	Commodore H. P. Williams	Hongkong
Tall	river gunboat	180	2	800	Lieut.-Commander E. Scerian	Yangtze
Tattle	river gunboat	710	6	900	Lieut.-Commander R. M. A. West	Yangtze
Thrush	torpedo boat destroyer	335	6	6,300	Lieut.-Commander Stevenson	Hongkong
Waterwitch	surveying ship	620	4	450	Commodore R. W. Gossall	Hongkong
Whiting	torpedo boat destroyer	250	6	5,000	Lieut.-Commander E. L. Thomas	Hongkong
Widgeon	river gunboat	191	2	150	Lieut.-Commander G. S. St. Simon	Yangtze
Woodcock	river gunboat	150	2	150	Captain Commander G. J. Todd	Yangtze
Woodcock	river gunboat	150	2	150	Lieut.-Commander Jas. F. Kink	Yangtze

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MACEDONIA," Captain C. D. Bennett, carrying His Majesty's Mails, will be despatched from this for LONDON via BOMBAY, on SATURDAY, the 23rd March, at Noon, taking Passengers and Cargo for the above Ports.

This Vessel is due at Marseilles on the 20th and at London on the 27th April, 1907. Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required. For further Particulars, apply to E. A. HEWETT, Superintendent, Hongkong, 13th March, 1907.

CHINA COMMERCIAL S.S. COMPANY. NOTICE.

THE Steamship

"MARIE" will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on the 25th March, 1907. For Freight or Passage, apply to CHINA COMMERCIAL S.S. Co., Hotel Masson, Hongkong, 5th March, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Timor, Port Darwin, and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE," Captain Helms, will be despatched as above, on SATURDAY, the 27th April, at Noon.

This well-known Steamship is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

The Steamship is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents, Hongkong, 6th March, 1907.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON.

The S.S. "TONKIN," Captain Chabonnet, will be despatched for MARSEILLES on TUESDAY, the 19th March, at 1 P.M.

Passage tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ERNEST SIMONS 2nd April.
S.S. POLYNESIAN 16th April.
S.S. VILLE DE LA CIOTAT 30th April.
S.S. SALAZAR 14th May.
S.S. OCEANIE 28th May.
S.S. TOURANE 11th June.
G. DE CHAMPEAUX, Agent.

Hongkong, 7th March, 1907.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA, VIA MOJI, KOBE AND YOKOHAMA.

Steamer Tons Captain Sailing.
Lyra 4,417 H.C. Armstrong 13th April.
Shamout 9,606 E. V. Roberts 1st May.
Tremont 9,606 T. W. Garlick,
* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screwed S.S. Shamout and Tremont are fitted with very superior accommodation for first and second class passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo carried in cold storage.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings, Hongkong, 7th March, 1907.

Intimations.

CUTLER, PALMER & CO. WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA. ESTABLISHED 1815.

COGNAC

WHISKY, FINE MALL

JOHN WALKER

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 16th November, 1906.

ACHEE & CO. ESTABLISHED 1850.

FURNITURE,

DEPOT

GENERAL HOUSEHOLD

EASTMAN'S

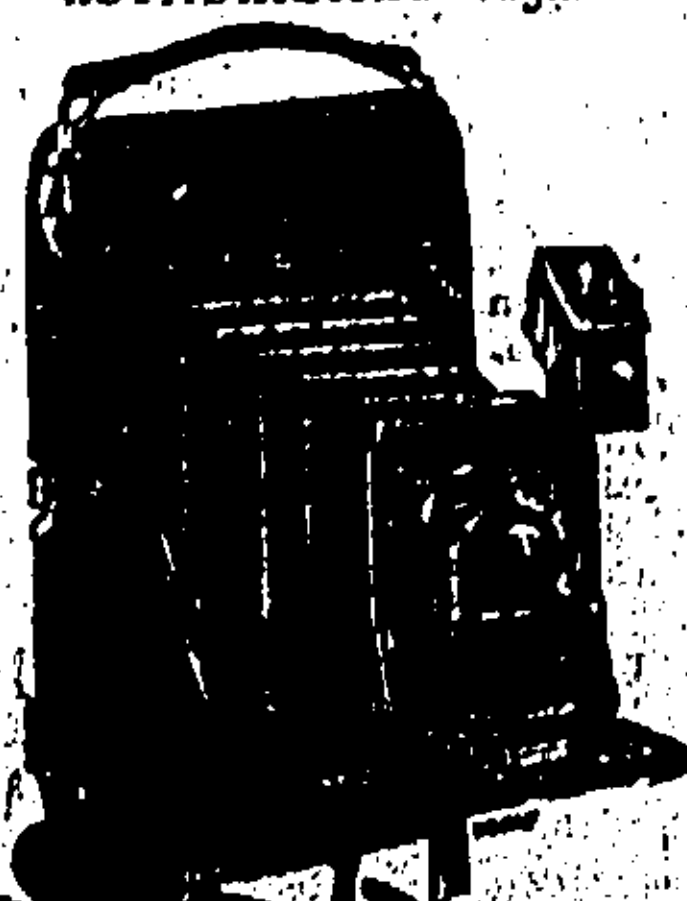
REQUISITES

KODAKS, FILMS,

&c. &c. &c.

AND

ACCESSORIES.



AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION. Hongkong, 16th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADPORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROPRIATE DIVIDEND BASED ON LAST YEAR'S DIV.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	{ \$1,000,000 \$11,000,000 \$250,000 \$174,735 \$150,000 }	\$1,721,558	{ \$1.15/- and bonus of \$1 @ Ex. 2/31 = 3 \$24.33 making \$40.80 for 1906	4 1/2 %	{ \$800 sales London 6/10 }
National Bank of China, Limited.....	99,925	£7	£6	{ \$1,000,000 Tls. 100,000 Tls. 50,000 }	\$74,099	\$2 (London 3/6) for 1901 .....	..	\$51
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,675,000 \$200,000 }	\$233,638	\$20 for 1905	6 1/2 %	\$290
North China Insurance Company, Limited	10,000	£15	£5	{ \$110,000 Tls. 100,000 Tls. 50,000 }	Tls. 185,529	{ Final of 7/6 making 15/- for year ended 30.6.1906	6 %	Tls. 80 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$400,000 \$331,131 \$1,153,844 \$569,270 \$800,000 \$61,278 \$15,527 }	\$2,702,271	Interim div. of 3/- for 1905	5 %	\$835 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	{ \$1,000,000 \$370,449 \$7,616 }	\$508,334	\$12 and 13 special dividend in 1904	9 1/2 %	\$165 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$370,449 \$7,616 }	\$1,629,800	\$6 and bonus \$2 for 1905	8 1/2 %	\$90
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,250,000 \$125,000 \$125,000 }	\$435,235	\$20 for 1905	11 %	\$324
SHIPPING.								
China and Manila Steamship Company, Limited.....	20,000	\$25	\$25	{ \$500,000 \$250,000 \$250,000 }	\$365	\$1 for 1906	5 1/2 %	\$18 ex div.
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$2,000,000 \$600,000 \$144,386 \$120,000 \$280,018 \$2,000 }	Nil.	\$2 1/2 for year ended 30.1.1906	7 1/2 %	\$35
Hongkong, Canton & Macao Steamship Co., Ltd. ...	80,000	\$15	\$15	{ \$1,200,000 \$240,000 \$240,000 \$240,000 \$240,000 }	\$20,170	\$1 for 2nd half-year making \$200 for 1906	6 1/2 %	\$30
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ \$1,200,000 \$240,000 \$240,000 \$240,000 \$240,000 }	£2,412	10/- @ ex. 2/1 9/16 = \$4.69	5 1/2 %	\$82 sellers
Shanghai Tug and Lighter Company, Limited.....	200,000	Tls. 50	Tls. 50	{ Tls. 10,000 Tls. 10,000 Tls. 10,000 }	Tls. 23,150	{ Interim div. of Tls. 2 1/2 a/c 1906 Interim div. of Tls. 1 1/2 a/c 1906	9 % 6 1/2 %	{ Tls. 514 sellers Tls. 50 buyers }
Do. (Preference)	100,000	£1	£1	{ \$400,000 \$40,000 \$40,000 }	107,815	1/- (Coupon No. 7) for 1906	2 1/2 %	{ 42/6 sa. and b. \$30 }
"Shell" Transport and Trading Company, Limited.....	2,000,000	\$1	\$1	{ \$4,144 \$5,000 \$5,000 }	\$218	\$1.50 for year ending 30.4.1906	5 % 3 1/2 %	{ \$30 \$20 }
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 500,000 Tls. 250,000 Tls. 250,000 }	13,913	Interim div. of Tls. 2 account 1906	8 1/2 %	T. Tls. 50 buyers
Falk Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 500,000 Tls. 250,000 Tls. 250,000 }	13,913	Interim div. of Tls. 2 account 1906	8 1/2 %	T. Tls. 50 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$2,000,000 \$86,129 }	\$40,914	Final of \$15 making \$25 for 1905	21 %	\$118 sellers
Luxon Sugar Refining Company, Limited.....	7,000	\$100	\$100	{ none Tls. 100,000 }	\$132,588	\$3 for 1907 .....	..	\$21
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 8,935	Tls. 4 (8 %) for year ending 31.8.06	5 1/2 %	Tls. 75 buyers
MINING.								
Chinese Engineering and Mining Company, Ltd.....	1,000,000	£1	£1	{ \$110,000 \$26,017 none }	£12,546	{ Final of 1/- (No. 7) making 2/- for year ended 28.2.06	5 %	Tls. 13 buyers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	{ none G. \$10,000 }	G. \$909,050	Interim of 50 cents for account 1906	10 %	G. \$10
Wharf Australian Gold Mining Company, Limited	50,000	£1	£1	{ £4,873 none }	£8,745	No. 12 of 1/- = 48-cents .....	..	\$84
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$450,000 \$66,160 \$20,000 }	\$8,915	\$2 for 1905	10 %	\$20
Hongkong & Kowloon Wharf and Godown Co., Ltd. ...	40,000	£10	£10	{ \$400,000 \$66,160 \$20,000 }	\$20,040	\$2 1/2 for a/c 1906	6 1/2 %	\$103
Wharf and Whampoa Dock Company, Ltd.	10,000	£10	£10	{ \$100,000 \$20,000 \$20,000 }	\$40,933	\$6 for 2nd half-year making \$12 for 1906	9 1/2 %	\$130 buyers
New Amoy Dock Company, Limited	10,000	£10	£10	{ \$100,000 \$20,000 \$20,000 }	\$2,221	\$1 for 1905	8 1/2 %	\$12 1/2
Shanghai Dock and Engineering Co., Ltd.....	15,700	Tls. 100	Tls. 100	{ Tls. 1,570,000 Tls. 49,710 Tls. 57,665 }	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 %	Tls. 105 sales
Shanghai and Hongkong Wharf Company, Limited	20,000	Tls. 100	Tls. 100	{ Tls. 2,000,000 Tls. 57,665 none }	Tls. 57,665	Interim div. of Tls. 8 on account 1906	5 1/2 %	Tls. 234 sellers
Do. do. do. (new)	2,500	Tls. 100	Tls. 100	{ Tls. 250,000 Tls. 5,668 Tls. 18 for 1905 }	..	..	..	Tls. 222
Yangtze Wharf and Godown Company, Limited.....	2,500	Tls. 100	Tls. 100	{ Tls. 250,000 Tls. 5,668 Tls. 18 for 1905 }	Tls. 5,668	Tls. 18 for 1905	7 1/2 %	Tls. 230 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$30,000 }	none	First year .....	..	Tls. 1054 sellers
Asiatic House Hotel Company, Limited (Shanghai)	20,000	£25	£25	{ \$500,000 \$86,129 }	\$8,418	\$3 for year ended 30.6.1906	10 %	\$30 sellers
Central Stores, Limited	6,000	\$15	\$15	{ none \$4,719 }	\$2,719	{ \$2.40 on \$12 for 1905 7 % on \$71 for 1905	13 1/2 % ..	{ \$18 buyers \$164 buyers }
Do. (Founders)	123	\$15	\$15	{ none \$1,845 }	..	None .....	..	\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$600,000 \$26,075 \$26,075 }	371	\$5 for second half-year making \$10 for 1906	8 1/2 %	\$118
Hongkong Land Investment and Agency Co., Ltd. ...	10,000	\$100	\$100	{ \$1,000,000 \$210,000 \$210,000 }	\$5,218	Final div. of \$3 1/2 making \$7 for 1906	6 1/2 %	\$107 buyers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 225,000 Tls. 21,935 \$4,699 }	Tls. 1,935	Final of 6 % = 10 % for 1905	10 1/2 %	Tls. 154
Hotel Metropole Company, Limited	2,000	\$100	\$100	{ \$200,000 \$20,000 \$20,000 }	\$4,699	Final of \$6 making \$10	12 1/2 %	\$80
Imperial Estate & Finance Company, Limited	100,000	\$10	\$10	{ \$1,000,000 \$11,167 \$11,167 }	\$11,167	80 cents for 1906	7 1/2 %	\$12.20 sellers
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none \$1,089 }	\$1,089	\$2 1/2 for 1906	6 1/2 %	\$371
Shanghai Land Investment Company, Limited	2,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 16,478 Tls. 16,478 }	61,478	{ Final div. of Tls. 3 & bonus Tls. 1 (old sh.) & div. of 75 cts. & bonus of 1 cts. (new sh.) for 1906	7 1/2 %	{ Tls. 1014 sales Tls. 61 sellers }
Do. do. (new issue)	25,000	Tls. 50	Tls. 50	{ Tls. 1,250,000 Tls. 16,478 Tls. 16,478 }	61,478	Final div. of \$2.10 making \$4.10 for 1906	8 1/2 %	\$50
West Point Building Company, Limited	12,500	\$10	\$10	{ none \$1,519 }	\$1,519	..	..	\$50
COTTON MILLS.								
Fwo Cotton Spinning and Weaving Company, Ltd.....	15,000	Tls. 50	Tls. 50	{ Tls. 750,000 Tls. 45,939 Tls. 10,000 }	Tls. 64,986	Tls. 10 for year ended 31.10.1906	13 1/2 %	Tls. 74 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$1,250,000 Tls. 10,000 }	\$21,600	\$1 1/2 for the year ending 31.7.06	10 1/2 %	\$12
International Cotton Manufacturing Company, Ltd.....	10,000	Tls. 75	Tls. 75	{ Tls. 750,000 Tls. 36,211 Tls. 36,211 }	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8 %)	8 1/2 %	Tls. 68 sellers
Laow-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none Tls. 31,479 }	Tls. 31,479	Tls. 8 for 1906	7 %	Tls. 105 sales
Soy Chee Cotton Spinning Company, Limited.....	2,000	Tls. 500	Tls. 500	{ Tls. 1,000,000 Tls. 50,163 }	Tls. 50,163	Tls. 10 for 1906	13 1/2 %	Tls. 370
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none \$1,066 }	\$1,066	\$7 for 1905	7 1/2 %	\$94
Bell's Asbestos Eastern Agency, Limited	8,000	£12 1/2	£12 1/2	{ none \$850 }	\$850	1/3 per share for 1905	8 1/2 %	\$21 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ none \$1,007 }	\$1,007	\$5 for 1905	10 %	\$30
China-Borneo Company, Limited	60,000	\$12	\$12	{ none \$720 }	..	\$1 for 1904 .....	..	\$10
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 200,000 Tls. 50,000 }	Tls. 50,000	Final of Tls. 5 making Tls. 10 for 1905	18 %	Tls. 55 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$500,000 \$121,935 \$121,935 }	\$1,219	60 cents for year ended 28.2.06	6 1/2 %	..
China Provident Loan & Mortgage Company, Ltd. ...	100,000	\$10	\$10	{ \$1,000,000 \$855 \$855 }	\$855	80 cents for 1906	9 %	\$94 & buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$7 1/2	{ \$187,500 \$2,555 \$2,555 }	\$2,555	\$1.30 for year ending 31.7.1906	8 %	\$161
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$2,000,000 \$10,804 \$10,804 }	\$10,804	Final of \$1 1/2 making \$2.00 for 1906	10 1/2 %	\$191
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$420,000 \$20,893 \$20,893 }	\$20,893	\$1 1/2 for year ending 28.2.05	10 1/2 %	\$23 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$2,568 }	\$2,568	{ \$1.00 for 10 months ending 28.2.06 60 cents for 10 months ending 28.2.06	7 1/2 % 7 1/2 %	{ \$16 \$217 buyers }
Hongkong High-Level Tramways Company, Ltd.....	1,250	\$100	\$100	{ \$125,000 \$4,301 \$4,301 }	\$2,796	1st div. of \$20 for 10 months ending 18.10.05	10 1/2 %	\$243
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$125,000 \$5,813 \$5,813 }	\$4,301	Final of \$18 making \$22 for year ending 31.12.06	9 1/2 %	\$22 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$500,000 \$588 \$588 }	\$5,813	\$9 for 1905 on 5 shares	8 1/2 %	\$22 buyers
Hongkong Steam Waterboat Company, Limited.....	15,000	\$10	\$10	{ \$150,000 Tls. 547,500 Tls. 27,063 }	\$88	Final of 50 cents making \$1 for the year	10 1/2 %	\$65 buyers
Maatschappij tot Mijn. Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 547,500 Tls. 27,063 Tls. 27,063 }	Tls. 10,374	First interim dividend of Tls. 71	8 1/2 %	Tls. 261 ex div.
Philippine Company, Limited	64,500	\$10	\$10	{ none Dr. P. 34,324 }	..	None .....	..	\$5 buyers
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	{ Tls. 1,200,000 Tls. 45,000 Tls. 45,000 }	Tls. 7,990	{ Final of Tls. 3 1/2 and bonus of Tls. 1 for year ending 31.12.06	4 1/2 %	Tls. 111 sellers
Shanghai Hoise Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	{ Tls. 270,000 Tls. 37,000 Tls. 8,000 }	Tls. 9,751	Tls. 6 for 1904	15 1/2 %	Tls. 58
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 450,000 Tls. 37,000 Tls. 8,000 }	Tls. 2,753	Interim div. of Tls. 5 account 1906	11 1/2 %	Tls. 120 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 600,000 Tls. 25,000 Tls. 25,000 }	Tls. 7,843	Final of Tls. 6 making Tls. 10 for 1906	8 %	Tls. 125 sales
Shanghai Waterworks Company, Limited.....	8,175	£20	£20	{ Tls. 163,500 Tls. 190,000 Tls. 190,000 }	Tls. 85,592	{ Interim div. of 15/- for 1-year 1906 Interim div. of 3/- for 1-year 1906 .....	.. ..	{ Tls. 360 Tls. 325 sales }
South China Morning Post, Limited	7,200	£20	£20	{ none Dr. \$41,834 \$214 }	..	None .....	..	\$25
Seah Laundry Company, Limited	20,000	\$25	\$25	{ none Tls. 15,295 Tls. 4,000 }	..	30 cts. (old) & 15 cts. (new) = 45 cts. for 1906	5 1/2 %	\$52 buyers
Hien-sin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 100 buyers
United Asbestos-Oriental Agency, Limited	9,900	\$10	\$10	{ \$99,000 \$25,000 }	\$753	{ 70 cents for year ending 31.3.1906 \$25,000	8 1/2 % 6 1/2 %	{ \$10 \$150 }
Do. (Founders)	100	\$10	\$10	{ \$1,000 \$25,000 }	..	Interim of 40 cents for account 1906	8 1/2 %	\$124 sales
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$900,000 \$25,000 }	\$7,734	{ Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	10 %	\$8
William Powell, Limited	15,000	\$100	\$10	{ \$1,500,000 \$25,000 }	\$182	..	..	..
DIVIDENDS PAYABLE.								
HK and Kowloon Wharf and Godown Co., Ltd. ...	40,000	Tls. 100	Tls. 100	{ Tls. 4,000,000 Tls. 100,000 }	Tls. 100,000	Final of \$18 making \$22 for year ending 31.12.06	9 1/2 %	Tls. 111 sellers
Hongkong Rope Manufacturing Co., Ltd.	50,000	\$10	\$10	{ \$500,000 \$588 \$588 }	\$5,813	\$9 for 1905 on 5 shares	8 1/2 %	\$22 buyers
China Sugar Refining Co., Ltd.	7,000	\$100	\$100	{ \$700,000 \$86,129 }	\$132,588	\$3 for 1907	\$21

The Hongkong Telegraph

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CONTENTS.

Births, Marriages and Deaths.
Leading Articles:
America's Navy in the Far East.
Bangkok Fires.
A German Naval Visit.
Philippine Customs Refund Payment.
The Sugar Trade.
The Question of Subsidiary Coins.
Hongkong Bank Shares.
Canton Railways.
Supreme Court Affairs.
The Indian Immigrant in Canada.
Telegram:
The Siam Navy.
Meetings:
China and Manila S.S. Co., Ltd.
Green Island Cement Co., Ltd.
Geo. Fenwick & Co., Ltd.
The Soy-Chee Cotton Spinning Co., Ltd.
Legal Intelligence:
Criminal Sessions.
Poll:
Benefit of the Doubt.
Vegetable Vendor Done to Death.
Lukong, Maid-servant and Sugar Duplicator.
Ex-District Watchman's Error.
A Gruelous Discovery.
A Scheme that Failed.
The Small-pox Case.
Correspondence:
The Hongkong and Whampoa Dock Co.
Miscellaneous Articles and Reports:
Attempted Invasion of Hongkong.
A Coxswain's Heroism.
"Wolf"—And there was no Wolf.
Godown on Fire.
Fire Inquiry Expected.
The Hongkong & Kowloon Wharf & Godown Co., Ltd.
Hongkong Rope Manufacturing Co., Ltd.
The Union Insurance Society of Canton, Ltd.
The Anglo-French Land Investment Co., Ltd.
The German Mail.
The Wreck of the *Robert Cook*.
Wanted by the Police.
Public Companies.
Property Sales.
Fashionable Chinese Marriage.
The Royal Hongkong Golf Club.
Hongkong Volunteer Reserve Association.
Tung Lo Lane Fire.
Water House.
Shamrock Public Edifice.
S. S. *Hongkong* Refractor.
Canton Foreign Secretary.
Arrival of H.M.S. *Spartan*.
Mr. F. J. Mayers.
Proposed Hospital at Canton.
Sale of Launch *Agnara*.
Canton Day by Day.
The Wreck of the *Dakota*.
The Chinese Revolutionary Movement.
The Burning of the *Netherland*.
Chinese Sailors Strike.
Unofficial Chinese.
Manchurian Administration.
The Late Mixed Court Incident.
Trade Marks in China.
The Chit System.
Canton-Kowloon Railway.
Boston S. S. Co.
The Shanghai General Hospital.
The Case of Prince Min Yung-ik.
H.E. Wu Ting Fang.
Dr. Morrison's Journey.
The Japanese Imperial Mission.
The Japan-China Steamship Company.
Japan Sugar Monopoly.
The Russian Sugar Industry.
Suicides in Japan.
The Kirin Brewery Co.
Timely Rescue from Drowning.
Foreign Companies in Japan.
The Nagasaki Hotel.
Dockyards in Japan.
The Japanese Earthquakes of the Past Thirty Years.
Cattle Breeding in Japan.
The Bears Market.
A Great Future for China.
Philippine Customs Duties.
A Seedless Mango.
Commercial Warfare.
Preserves in Siam.
Commercial:
Weekly Share Report.
Yarn Market.
Freight Market.
Exchange.
Local and General.

The Hongkong Telegraph

MAIL SUPPLEMENT.
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, SATURDAY, MARCH 16, 1907.

AMERICA'S NAVY IN THE FAR EAST.

(5th March.)

The fact that the naval authorities of the United States have decided to augment the American fleet in Far Eastern waters will be of interest not merely to those who attempt to gauge the designs of the New World Power, but also by that large section of the community whose commercial prosperity is likely to be increased by the presence of a large fleet which has its base at Manila. No details are yet to hand, and it is probable that no definite arrangements have yet been made, as to the number and character of the vessels which are to be placed under Admiral Brownson's command, but it is believed in San Francisco that at least one additional battleship and two cruisers, besides several craft of smaller size, will be commissioned to cruise in the Far East, so that the American fleet will be a very substantial factor in maintaining peace in this part of the world. For some time past, the Government of the United States have been building warships at a rate which, if continued, must eventually bring the Republic into line with the older maritime nations of Europe. It is no secret that America intends to outstrip her rivals as a Naval Power in so far as ships, men and material are concerned, and with that object no Briton can find the slightest fault. The stronger America becomes the greater the likelihood that peace will be maintained, and security of life and property assured, not only for her own nationals but for all who belong to the great Anglo-Saxon-speaking race. It is not suggested that the United States Government hope to build men-of-war which, as regards numbers, will exceed the aggregate of the floating war engines lying the St. George's Cross, but she is undoubtedly bent on securing second place amongst the Naval Powers, an ambition with which there is no reason for us to quarrel. Now that she has adopted a policy of Imperialism, fortuitously brought about by the acquisition of the Philippine Islands, the United States cannot afford to neglect her new subjects or fail to afford them that tangible evidence of protection which is made manifest by the presence of flying squadrons which can sweep the seas from Singapore to Sasebo. Fortunately, Great Britain and the United States are on the best of terms, and he would be rash who would dare to prophesy that any rupture in the diplomatic relations of the two countries could conceivably occur now or henceforth. There may be some who will see in the strengthening of the American fleet in the Pacific a warning to Japan, but that idea may be dismissed as chimerical. The alliance subsisting between the United Kingdom and Japan is quite sufficient to guarantee that and questions arising between Japan and America, in which the *amour propre* of either country may be concerned, will be settled amicably. No one would dream for a moment that Great Britain or the United States would allow their commercial interests to be jeopardised by the intrusion of comparatively minor affairs affecting the internal economy of another Power. As a matter of fact, a writer in a recent number of the *San Francisco Chronicle* declares that within a very few years the navies of Great Britain and America will be sufficiently powerful in combination to compel the peace of the world. Here, then, is the aim of the Hague Peace Conference settled almost before the representatives of the nations have begun to discuss the terms of the peace convention. For, as the augmentation of the United States Pacific fleet, will unquestionably lead to more frequent visits by the Philippine squadron, our relations are certain to become closer. It is possible that with American co-operation the emetics and disturbances which frequently occur in South China will be suppressed once and for all, without reference to the authorities who are either so weak and impotent or so supremely callous to the functions of their office that they have so far failed to stamp out disorder. Another reason for the proposed increase in the naval strength of America in the Far East is, doubtless, due to the fact that when the Panama Canal is completed there will be ample scope for the Navy of our kith and kin to establish a judicious system of naval patrols in the Pacific, but it is rather early in the day to give consideration to that point. The great matter for congratulation is that despite the withdrawal of the British squadron of battleships from the China Station we can rest in the knowledge that with a powerful and friendly Navy at hand we need have no fear regarding the outcome of any possible contention of circumstances that may arise in the future.

BANGKOK FIRES.

Within the past lustrium, there have been innumerable fires in Bangkok, the damage in several cases amounting to millions of ficals. Entire districts have been gutted, and the face of the city altered, yet no lesson seems to have been learned by the authorities from these repeated outbreaks. They appear to accept these visitations as acts of fate, and proceed on the erroneous tenor of their way without giving a thought to the probable cause of the fires. Buildings of stony

and wooden shanties are erected on the ruins of the former structures, passage-ways of little or no breadth are constructed, and the old condition of things is allowed to prevail. No attempt is made to guard against another conflagration, nothing is done to permit of the restriction of an outbreak within a narrow area, and the result is that when a careless householder overturns the inevitable cheap lamp the entire district is consumed in smoke. It is little wonder then that fire insurance companies fight shy of a city where the most ordinary precautions against fire are ignored, where the fire brigade appliances are antiquated and inadequate, and where the authorities make no effort to better matters. Even the Palace itself is not exempt from these periodical occurrences, and only the fact that hundreds of soldiers and sailors are pressed into service as firemen on such occasions explains the existence of the various temples and pagodas within the royal bounds at the present day. Bangkok is hopelessly behind the times so far as the observance of sanitary and hygienic principles are concerned, but there is the possibility that, in consequence of the vigorous articles which have appeared in the Press of this city lately, there may be an improvement in the near future. There is ample room for improvement, as every resident admits, but the sole question is whether the authorities will awaken to a sense of their responsibilities. The newspaper exchanges from Bangkok show that at least the foreign element in the community is alive to the necessity of measures being taken to prevent so far as possible the destruction of valuable property by fire. In this connection, it must be remembered that Hongkong is not altogether a disinterested onlooker at the course of events. The fire insurance companies whose headquarters are in this Colony are intimately concerned, for their business extends to the realms of King Chulalongkorn. Only the other day, the chairman of the China Fire Insurance Company, Ltd., when announcing that the operations of the company during the past year had proved exceptionally successful, remarked, more in an aside than as part of the report which he had to submit, that "since the New Year has opened we have been involved in a somewhat serious loss by a conflagration at Bangkok." In other words, the shareholders need not hold too buoyant a view of the results which will have to be reported at the next meeting. And all this is due to the apathy, the criminal carelessness of those who are appointed to preserve the amenities of Bangkok. If the China Fire Insurance Company is involved we may be absolutely certain that other companies have not escaped. The insurance agents in Bangkok may be clever men, well able to judge whether it is advisable to underwrite fire risks, but while the buildings which they insure may be acceptable as insurable properties in every respect, the surrounding dwellings may possibly invite widespread destruction in the event of fire. A writer in the Press of Bangkok speaks out clearly on this point. He remarks: "Bangkok through its fires has such a bad reputation in insurance circles that many of the companies are considering the advisability to retire from underwriting in Siam; others have already given instructions to confine risks to certain people and places. It is appalling to consider what the consequences to trade will be if the dealer be unable to cover the risk of fire. One has to know that practically the entire trade is carried on credit. Hardly any cash transactions will take place, unless the Government quickly, forcefully and methodically steps in to remove the risks." It should be stated that there are no rules and regulations in Bangkok as to the storage of kerosene and inflammable goods generally—or, to be on the safe side, there appears to be none. Any small dealer can stock his attap shed with goods which are liable to bring ruin to the whole neighbourhood. Once a fire starts in the congested areas—and the greater part of Bangkok is one grand congested area—it is practically impossible to check its progress until it has burned itself out, which usually means when it has swept to the water's edge. For a city which pretends to be in the hands of enlightened officials, where motor-cars are all the rage, and modern inventions are looked upon with a certain degree of favour, Bangkok is woefully deficient in this matter, which is apt to bring upon it the scorn and opprobrium of every civilised community. The authorities will certainly get no sympathy from the shareholders of those fire insurance companies which are doing business in that city. Is it not about high time that public opinion in Bangkok should make itself heard, and heard so imperatively that the officials will be compelled to mend their ways so that the city may no longer be subject to the devastating effects of wholesale fires?

A GERMAN NAVAL VISIT.

(11th March.)
The visit of the German flag-ship to the Philippines appears to have evoked a manifestation of cordial welcome from the officials and press in the American dependency. The same feeling of cordiality was extended to our Teuton friends as was tendered to the British tars on the memorable visit of the British fleet to Philippine waters last year. Commenting on the recent call paid by Admiral Breidow's flag-ship to Manila last week, the local *Times* observes that the exchange of courtesies between the officers of the German cruiser *Furst Bismarck* and the representatives of the American Government in those islands

though by their official nature partaking more or less of the perfunctory and formal yet give evidence of more cordiality than is usually associated with such greetings. And it is extremely proper that it should be so. At no time have the relations between the two countries been more friendly. A most welcome change has taken place since the day of '98. This change has been effected largely by the Kaiser on the one hand and President Roosevelt on the other, each seeking in the other much to admire and each endeavouring to promote, with no unfair discrimination, against other nations, a cordial understanding and a mutually benevolent regard between the two peoples. As a manifestation of this comity the present courtesies with their note of friendliness is a matter for congratulation. The excellent band carried by the *Furst Bismarck* is made the subject of favourable comment in the Philippine capital. The merits of their performance are too well known locally to need to be enlarged in Hongkong, but it is pleasing to observe with what interest the music-loving public in Manila were anticipating the public performance of that fine band. Our contemporary remarks: "Incidentally, we believe Manila would still more appreciate the visit of our German friend if given the chance to listen to the band of the *Furst Bismarck*, which gets the name of being one of the finest in the German navy. We understand Hongkong and in fact nearly every port at which the German cruiser has called has been given the pleasure of hearing the band play, and it seems fitting that Manila be included in the list of the band's beneficiaries. We suggest that four municipal authorities take time by the forelock and request the services of the band for an evening concert on the Luneta. We feel sure the commander of the *Furst Bismarck* will gladly oblige."

PHILIPPINE CUSTOMS REFUND PAYMENT.

(12th March.)

The brief notice given in our issue of last evening of the appropriation by the U. S. Congress of \$7,000,000 due to Messrs. Warner, Barnes & Co. of Manila, must come as a piece of welcome news to some of our merchants here in Hongkong whose claims for refunds of the Customs duties are still pending in the Washington tribunal. It may be explained that the case of Messrs. Warner, Barnes & Co., with that of Messrs. Peabody & Co., was a test case. Messrs. Barnes' success, therefore, means that the other claims will also have to be met and that something like four million dollars will be turned over to Manila's merchants. The judgment just provided for by Congress, was not included in Secretary Taft's retroactive legislation of the last session and hence was not suspended, as are the balance of the claims, pending a final determination of the legality of the Secretary's measure. Mr. John V. Haussermann, of Haussermann, Cohn, Williams, and Van Dyke, attorneys for claimants, said, when interviewed by a representative of the *Manila Times*: "The news just received is most encouraging. While, of course, the appropriation affects only the single case of Warner, Barnes & Co., Ltd., it goes to show the will of Congress to settle promptly the nation's indebtedness. All the claimants may therefore take encouragement from this action, since Congress has now irrevocably committed itself to the payment of these claims. As soon, therefore, as the Supreme Court, on the appeal now before it in the case of Heinzen & Co., confirms the illegality of Secretary Taft's retroactive measure (which blocked the other claims) and the claims that follow the test case come up for appropriation by Congress, that body will find itself bound by its recent precedent and unable to yield to any influence that may be exerted by Secretary Taft either to prevent or delay payment of the claims that will be reduced to judgment with the final decision of the case of Heinzen and Co. I am fully expecting the Heinzen and Co. case to be finally determined by the Supreme Court during the coming winter. If so, the claims of all those who have perfected their proofs should be reduced to judgment in time for inclusion in the general deficiency bill of the summer of 1908. We will, of course, be unable to secure payment of a large number of the claims filed in such a short time because, for some unaccountable reason, some of our clients who are among such claimants are negligent in furnishing us with the documents and proof necessary to perfect their claims. Such apathy seems strange in view of the continual success in advancing their interests—perhaps this last bit of encouragement may induce them to move."

THE SUGAR TRADE.

(13th March.)

Time and again attention has been called in these columns to the determination of the Japan sugar refining companies to rigidly exclude foreign sugar from entering Japan to compete with the locally refined product. That we did not raise any alarmist note in the warning given and opinions expressed, the vigorous debate in the Diet on the Sugar Tax Reimbursement Bill furnishes ample evidence. The Japanese refineries are most jealous of the markets which, rightly or wrongly, they have come to consider as their close preserves. Their strenuous efforts to get a foothold in the markets of northern China to the exclusion of the Hongkong article have already been commented upon. Reference has also been made to the fact that, satisfied by a favourable rate of exchange, Japan's refined sugar has found its way into the Colony to rival the

staple commodity of our own refineries. From the latest Kobe exchanges, to hand to-day Germany is once again making a fresh bid to push the sale of beet sugar in the markets of the Far East. The *Japan Chronicle*, from which we gather the information, learns from a vernacular contemporary, that the demand for German sugar (*shiro sarama*) has largely increased in Japan, and importations are increasing. Alarmed at this, the Japan Sugar Refining Company has begun to manufacture sugar of the same quality for the purpose of checking the importation of the German product, and recently sold S. L. quality at ¥15.05 per 100 lbs. 50 or 60 per cent cheaper than the German sugar. This underselling has greatly reduced the number of Japanese merchants giving contracts for importation of German sugar, and the Japanese sugar refining company is expected to attain its object in stopping the import of the German article. Thus we see another evidence of the determination animating Japanese manufacturers to retain their markets exclusively for their own factories.

THE QUESTION OF SUBSIDIARY COINS.

(14th March.)

When the aged ruler of the two Kwang provinces passed through Hongkong some months ago in order to assume the office vacated by Viceroy Shun, his advent was hailed as a propitious sign of the times, when the reactionary policy of his predecessor would give place to a new and enlightened system of government which did not depend upon a number of shibboleths for its success. Viceroy Chow Fu, at a banquet given in his honour by native residents, gave utterance to some admirable sentiments regarding the mutual friendship and co-operation which should subsist between Hongkong and Canton, and expressed the view that China could not afford at this stage of its progress along Western lines to dispense with the advice and assistance tendered by foreigners. Such a declaration was distinctly antithetical to anything said by the previous Viceroy, and gave rise to the highest hopes among those who desire to see the Government of Canton in rapport with that of Hongkong. Whether we shall see those hopes fulfilled is another question, for there has been little indication that the Chinese authorities are inclined to forsake the rut in which they have travelled for so long a space. Take, for example, the Well-spring Lottery Monopoly which has been revived in utter disregard of the cogent reasons which led to its extinction last year. It was a recognised fact that the existence of the lottery in Canton attracted bands of the worst section of Chinese subjects to the Southern capital, led to all manner of crimes by unsuccessful gamblers, was in no small measure responsible for the increase in piracy and the commission of cold-blooded murders, and, in fine, was a source of contamination to all who came within its scope. But the monopolists, having advanced the necessary \$100,000 to the provincial coffers are regarded with something akin to affection, and the viceregal authorities have not shown themselves over-zealous in handling the besmirched coin. This leads us to another question which it was expected would receive honest consideration when Viceroy Chow Fu came into power. The veriest tyro in financial affairs has some knowledge of the unsettling effect which the dispersal of a super-abundance of Chinese subsidiary coin has had on trade generally in Hongkong. The new Viceroy, setting up to his public announcement that he would endeavour to co-operate with the authorities in this Colony in all that was calculated to advance the interests of the two centres of trade in South China, was induced to promise that he would restrict the output of subsidiary coins from the Canton Mint, while, on the other hand, the Government here arranged to refuse admission to additional tokens of the smaller values pending a readjustment of the financial situation. It was confidently believed that the combined action of the British and Chinese authorities would have the effect of raising within a short time the value of the depreciated coins and lower the discount on the product of the Canton Mint, with the result that the depression in trade would eventually disappear and fresh stability and encouragement be given to the commerce of Hongkong and Canton. The Hongkong Government loyally adhered to the arrangement, and returned some \$200,000 in subsidiary coins which had been sent out for circulation by the British Mint. But while the Viceroy of the two Kwang allowed it to be known that he had ordered the daily output of the Canton Mint to be reduced by something like 50 per cent, the issue of twenty cent pieces being dealt with in particular, there appear to have been grounds for suspicion that if the actual coins sent into circulation had been diminished, the Mint had made no effort to reduce the total number of coins produced. At all events, no other deduction seems possible when it is stated, according to our Canton correspondent, that the British Consul-General considered it expedient to represent to the Viceroy the fact that the market was being swamped with Chinese subsidiary coins to the detriment of all legitimate trade and to the loss of merchants generally. In answer to the Consul-General, the Viceroy obligingly stated that the Canton Mint would be rigidly closed against the production of twenty cent pieces for the next three months. On the face of it, such prompt action seems to show the Viceroy in a very cordial and lenient light, gracious to the point of unbecomingness, but there may be more in it than meets the

eye. For months the Canton Mint has been working at full pressure, the employees turning day into night in order to meet the demands of the authorities. If, then, the circulation of the subsidiary coins was restricted what became of the surplus stock? Has it been allowed to accumulate in the Treasury vaults, till even Viceroy Chow Fu feels that the temporary suspension of the manufacture of twenty cent pieces will in no way affect the Treasury's income? While he can argue with every appearance of ingenuous blandness that the Mint being closed he cannot be held responsible for an over-stocked market in subsidiary tokens, what is there to prevent his disposal of the superfluous coins which were in all likelihood manufactured in view of the time when representations would be made by the British Consul-General? It would have been much more satisfactory if the British representative had not merely secured the closing of the Mint, but had exacted a clear and definite promise that not a single subsidiary coin should be issued by the Treasury—other than those already in circulation—during the "close season." He should have pointed out distinctly that to withhold the issue of subsidiary coins by one department and show a blind eye to the distribution of the coins by another is not giving effect to the letter and spirit of the Hongkong-Canton authorities' arrangement. Of course, there is no proof that the Viceroy is a composite body like Dr. Jekyll and Mr. Hyde, but his Excellency's ready acquiescence in Mr. Mansfield's proposal, to say the least, liable to be regarded with suspicion. / ready business has been so adversely affected by the unloading of the subsidiary coins in Hongkong that anything which will restore the credit of the tokens will be welcomed. Last week the depression in the yarn market was attributed to the depreciated currency, and the same holds true of practically every branch of trade. The bulk of the retail business in the Colony is done through the medium of coins of minor values, and if those coins are at a discount it stands to reason that dealers must advance the price of their goods in order to secure themselves against loss, with the result that the purchasing power of the consumer is reduced and the general overture diminished. But it is not merely in business that the subsidiary coin affects the community. At the end of every month the demand for \$1 bills on the Hongkong and Shanghai Banking Corporation is far in excess of the supply, which the Bank is empowered to make under statutory enactments. These bills are required for the payment of the school fees of pupils attending Queen's College, the school being a Government institution, refusing to accept the Chinese subsidiary coins tendered in payment of fees. So that even education in Hongkong is handicapped by the influx of the coins, the actual amount which the scholars have to pay in excess being practically equivalent to a month's fees in twelve months. For all these reasons it will be deplorable if it should turn out that the Viceroy has been playing fast and loose with the Consul-General at Canton and speaking with his tongue in his cheek to the Government of Hongkong. We can only entertain the hope that our fears are without foundation, and that Viceroy Chow Fu may yet prove that his remarks while in Hongkong were not mere vapouring.

HONGKONG BANK SHARES.

(15th March.)

Those who are interested in the affairs of the Hongkong and Shanghai Banking Corporation have already gained a comparatively clear idea of the terms on which it is proposed to increase the capital of the Bank, but a circular which has been issued to the shareholders conveying a more lucid and succinct form than has yet been given the intentions of the directors. As the chairman stated at the recent half-yearly meeting of the shareholders of the Corporation, it is desired to increase the capital, at the present time, from \$10,000,000 to \$15,000,000, but the proposal is to be submitted to the extraordinary meeting which is to take place on 31st May next will invest the directors with the power of securing an amendment of the Ordinance whereby the capital may be increased from \$10,000,000 to \$20,000,000 should the necessity arise, or the directors deem it desirable at any future date to advance the capital to the larger figure. In the meantime, the shareholders will not be called upon to express an opinion as to the larger sum, but to sanction the contemplated increase of \$5,000,000, leaving it open for the board, to approach the shareholders on some later occasion with the object of still further advancing the capital under the provisions of the amended Ordinance. In the circular which the Corporation has issued, shareholders are reminded that the capital of the Bank was increased in 1899 from seven and a half millions to ten millions, but notwithstanding that enhanced figure at which the capital stands to-day, and the augmentation of the bank's funds by periodical additions to the reserve, the directors have been led to the conclusion that, in view of the continued expansion of trade in the Far East, with the additional demands on the resources of the bank in consequence of the Corporation is justified in recommending the new proposal to the support of the shareholders. From every point of view, the circular, the directors are of opinion that the prospect of trade and commerce in the Far East, and the consequent increase in the demand for bank facilities, justify the proposed increase of capital. The directors are of opinion that the proposed increase of capital will be of great benefit to the bank, and will enable it to meet the demands of the public more effectively than it could do at present.

SHAMEN PUBLIC EDIFICES.

NEW CUSTOMS QUARTERS.

LAYING THE FOUNDATION STATION.

[From Our Own Correspondent.]

Shamoen, 7th March.
Conspicuous among the edifices in course of erection here are those for the new offices of Messrs. Arnold Karberg & Co. and the quarters for the Customs Indoor Staff. The former forms a large three-story building and presumably will prove to be a very imposing structure, next to the premises of Messrs. Butterfield & Swire, whilst the latter occupies a large area on a site in the French Concession. The foundation stone of this building was laid by Mr. Commissioner Mayers today at noon in the presence of nearly all the Foreign Consuls and leading residents, and at the conclusion of the ceremony the company proceeded to the Coast Inspector's Office, where the customary toasts were heartily responded to.

The firm of Messrs. Purnell and Paget are to be congratulated in being the architects of this colossal building which, there is no doubt, will be one of the landmarks of the Concession. I am informed from a reliable source that a sum of \$150,000 gold for an American Consulate at Canton. The time is indeed ripe for the Americans to possess a building of their own in this principal port of southern China. Both the British and the French have their own Consulates in their respective concessions admirably suited for all requirements, and the Germans too, after many years, have now one of the finest buildings in Shamoen.

The Portuguese Government also has acquired a plot of ground, about two acres ago, and although plans have been prepared and submitted for a building of a commencement to build on it have been forthcoming, and I should not be surprised to see the Japanese Consulate, albeit in its infancy, located in a building of their own ere long.

PROPERTY SALES.

Acting under instructions from Messrs. Goldring and Barlow, mortgagee's solicitors, Mr. Geo. Lammer, auctioneer, put up for sale by public auction at his sales rooms in Duddell Street, on the 11th inst., the valuable leasehold property situated at Kowloon Tong, in the New Territory, in the Colony of Hongkong, comprising respectively the pieces of land situate at Kowloon Tong, and registered in the Land Office as Lots No. 22 and 413 of Survey District No. 4. The first comprising an area of 2.35 acres, and paying an annual Crown rent of \$7.05, and the second 5.19 acres, paying Crown rent \$14.07. At the last moment it was decided by the parties concerned to sell the property in two lots. Lot No. 1 being put up first, and falling to Mr. J. Busto when the bidding reached \$550. The second lot passed to Mr. C. B. de Rosa, for \$1,800.

The following lot of Crown land was let by public auction, at the offices of the Public Works Department on the 11th inst., the land being held for a term of 75 years from 15th July, 1898, with the usual option of renewal, and subject to the expenditure in rateable improvements, on the land of \$2,000. This lot is registered as Sai Kung inland lot No. 38, situated at Hang Hau, and containing 14,000 square feet, being subject to an annual rent of \$64. The upset price was \$20. This property was knocked down to Mr. L. Ping for \$290, being one bid of \$10 above upset price.

DR. MORRISON'S JOURNEY.

The substance of Dr. Morrison's telegram to *The Times* descriptive of his journey overland from Hankow to the Tonkin border was as follows:

From Hankow Dr. Morrison proceeded to Changsha, thence by river to Hanchow and by Chinese road 750 miles to Kweilin, Nanning (the newly opened port on the West River) and Lungchow, near the border. He found officials and people throughout equally friendly.

First-hand information on the spot revealed the recently reported rebellion on the borders of Kiangsi province as a local frontier disturbance exaggerated by nervous accounts sent from Changsha. It was easily suppressed in a few days by the modern-drilled troops sent from Hubei. The insurgent who have been represented as a powerful force equipped with modern magazine rifles were mostly scattered bands of disaffected villagers armed with gins, spears and swords. The German engineers employed in the Ping-hiang collieries were required to withdraw to Changsha, where they remained for a month, but they saw no reason for that withdrawal and the work in the mines went on regularly, the train running to Liling on the river four times daily as usual.

Kwangsi province Dr. Morrison found to be now quite tranquil, policed by troops who were regularly paid and foreign-trained. The rebellion in this province had been repressed with such severity that the population had almost disappeared and it is now being re-peopled with Hunanese military settlers.

In regard to the opening of Nanning on January 1, Dr. Morrison noted the satisfactory fact that the settlement is being laid out at the expense of the provincial government and the regulations especially provide that the whole city and not the foreign settlement only will admit foreign goods without likin charges. The proposal to transfer the provincial Government to Nanning has been abandoned.

Dr. Morrison was much struck by the improved condition of the soldiers, who, while not approaching European efficiency, might be trusted to deal effectively with any local disturbance. He was still more impressed by the spread of western education; all the towns and many villages had school with foreign fittings. Frequently all the temples except the city temple and the Confucian temple had been converted into schools and colleges while students in semi-foreign dress were counted by thousands. There could be no question of the widespread desire of the people to learn about foreign things. In Kweilin there were excellent preparatory, middle and high schools; also a class taught by a Frenchman, singing English glees to the music provided by a Japanese harmonium. There was, however, a regrettable dearth of good teachers, Japanese educational appliances specially prepared for Chinese use were to be found everywhere and every school had its physical and military drill.

Outside Chihli Dr. Morrison saw no evidence of attempts to enforce the recent opium regulations, but their nature had become well known through the native press and every school was an important anti-opium agency. Neither was any evidence of railway progress seen, though much talk of it was heard. The appointment of Yuan, lately Taoist of Shanghai, as director-general of the Hupan section of the projected Canton-Bankow railway had, as expected, destroyed what little confidence the people and gentry previously felt of the possibility of the line being built without foreign assistance. — *N. C. de New.*

S. S. "DAKOTA."

ABANDONED TO UNDERWRITERS.

The Nippon Yusen Kaisha, local agents for the Great Northern Steamship Co., write us under-to-day's date:

"We beg to inform you that we have received telegraphic advice from our head office in Tokyo to the effect that the Great Northern S. S. Co. have abandoned the S. S. *Dakota* to the underwriters. Prospects of saving cargo are poor, but may possibly save some."

The *Kobe Herald* of 5th inst. says:—On inquiry, late this afternoon, we learnt that no further particulars of the mishap to the *Dakota* had been received at the local office of the N.Y.K. It has been stated that there were 3,000 Japanese labourers on the vessel, but we are informed that this is not correct. The *Dakota's* cargo is reported to have included 3,000 bales of raw cotton, and 350 tons general cargo for Kobe, with 1,500 bales of raw cotton and 420 tons, general cargo for Yokohama. She also had on board 40 tons of sundries for Nagasaki, 900 tons of cargo for Shanghai, and 2,150 tons for Hongkong.

The Yokohama branch of the N.Y.K. has received the following telegram:

Mar. 4, 1.15 a.m.—The *Dakota* is in great danger. Her forepart is under water, and the interior of the vessel is flooded. Immediate assistance is requested. All the passengers and crew are safe. Please make arrangements to send them to Yokohama.

Mar. 4, 2.20 a.m.—The *Dakota* has sunk. The *Minnesota* has arrived here to assist her. The following particulars are given in a Tokyo despatch:—The *Dakota* stranded off Shirahama on her way from Seattle to Yokohama, at 7 o'clock on Sunday evening. She has not entirely sunk yet, but her position is hopeless. The passengers are said to have been landed at Shirahama. There were 65 cabin passengers, and twenty-five in the steerage. The N.Y.K. steamer *Omura* left Yokohama for the scene of the disaster at 5 o'clock yesterday morning, with Mr. McWilliams, representing the Great Northern Company, and Messrs. Atsumi and Chin of the Yokohama branch of the Nippon Yusen Kaisha on board. The Kaisha has asked the Toyo Suisen Kaisha (Oriental Submarine Fishery Company) to undertake diving operations with a view to the refloating of the vessel.

The Yokosuka Naval Station yesterday sent the warship *Yamagata* and a torpedo boat to the aid of the *Dakota*. A message is stated to have been received in Tokyo yesterday afternoon stating that the vessel was then submerged to her second mast. In addition to the passengers, twenty-bags of mail have been landed.

It may be mentioned that the *Dakota* was launched at New London, Connecticut, in 1904. She had been on the service since 1905. It is said, according to the *Japan Herald* that the close resemblance of the topographical features of the Sunosaki Point, in Awa province, and the Joga-shima, on the Miura peninsula, a mile and a half from the coast of Yokohama, at the mouth of the Sagami Bay, is very rocky, and extremely dangerous on account of the rapid currents and high waves which sweep the coast. It was on this coast that the N.Y.K. liner *Tokio Maru* stranded and sank in 1893; while the O. & S.S. Co.'s steamer *Belgia* shared a similar fate in August, 1897. Both these steamers were subsequently refloated, however, and we may hope a similar outcome will follow in the present case.

Canion Foreign Secretary.

NEW APPOINTMENT.

[From Our Own Correspondent.]

H.E. Viceroy Chow-fu has appointed Mr. Ho-yau to be the Secretary for Foreign Affairs, and he will shortly assume the duties of his office. Mr. Ho-yau was formerly the Consul-General for China at San Francisco and being an official who has had considerable experience with Western politics and has been in close touch with Europeans, the appointment is well selected.

BENEFIT OF THE DOUBT.

ALLEGED BOLD BURGLAR.

Of samples of the ways that are dark and tricks that are vain to which the coolie is so much addicted, as we are told, by more or less authoritative writers, there is no end. When a Chinaman is charged before the magistrate for some or other of the daily perpetrated offences, which keep their Honours busy, marvellous indeed are the excuses with which he is ever ready to prove—to his own entire satisfaction—his innocence of any such peccadillo. If caught in a gambling den, with cards and money in his hands, "Oh," he says, "I was not gambling; I had only just looked in to find a friend." If caught entering premises by the window, he "heard a noise and wanted to look-see." When arrested with stolen garments in his possession, he was "gently walking down the street when the garments fell from the clouds right on to his shoulders; and so on ad infinitum. But it remained for Chan Kam, a coolie, living at No. 16, U Hing Lane, to give the Court a starter, when he was ordered to free a charge of attempting to commit burglary at No. 23, Sau Wa Fong, last night. The stereotyped question being put to him, "Do you admit the charge?" the accused blandly replied that he did "hear a woman's voice in the house and wanted to look-see." Evidence showed that accused was seen by a next door neighbour removing the bar from the door of the house, and giving the alarm, started to chase the accused, who dashed down the road yelling and shouting as if all the devils were after him. He was secured at last and Inspector Gourlay took charge of him until this morning, when it was time to place him before the magistrate. There was some doubt as to the man's intentions, and he was given the benefit of it. Four weeks ago a similar occurrence happened at the same house, and only one week ago the place was entered and property removed, the thieves leaving no trace.

PHILIPPINE CUSTOMS DUTIES.

MERCHANTS' CLAIMS SUCCESSFUL.

The Manila *Cablenews* of 7th inst. says:—Yesterday Attorney John W. Haussermann received a cablegram from Washington announcing the fact that Congress had appropriated enough money to cover the claim of Warner, Barnes and company for refund duties, which amounted to over \$700,000. Mr. Haussermann says that this indicates that all claims will be paid which will mean considerable to many business men of Manila. The case of Warner, Barnes and company, with that of Peabody and company was a test case, and now that they have received favourable judgment many other cases will be settled shortly.

Mr. W. W. Brown, has a claim of some \$150,000 which will probably be the next to be decided upon.

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

The report for presentation to shareholders at the twentieth ordinary annual meeting, to be held at the City Hall on Wednesday, 20th inst., at 12.15 p.m., reads:—

The directors have now to submit to shareholders their report with a statement of accounts for the year ended 31st December, 1906.

The profit on working was \$407,603.71, as compared with \$399,753.10 in 1905, being an increase of \$7,850.61.

The balance at credit of profit and loss account, after paying interim dividend of 5% and including \$50,000 brought forward from last year, is \$258,207.91 which it is proposed to appropriate as follows:—

Directors' and auditors' fees... \$10,500.00
Final dividend of 5%... 99,660.00
Transfer to depreciation and repairs account... 135,000.00
Transfer to insurance fund... 10,000.00
Carry forward to new account... 3,647.91
\$258,207.91

BUSINESS.

Excepting Bombay yarn, of which abnormal quantities accumulated, imports generally were restricted and business throughout the year was dull.

PROPERTY.

The Praya was handed over by Government in April. The price fixed for such portions as the Company may hereafter acquire is \$3 per foot including an instalment of 15 cents per foot for the whole with a view to prevent slipping. The exchange of land is settled. During the year 1,338 feet were thus acquired. The building on K.M.L. 4 referred to in last report is now occupied as offices. Nos. 5/6 godown and new workshops were completed.

WHARVES.

The new ferry pier was completed in April. Guide piles, found necessary by reason of the strong tide, were in course of erection when the typhoon of 18th September swept away some three fourths of the whole pier.

CRANES AND LIGHTERS.

The *Cranes* and *Lighters* were acquired. The *Hongkong* was lost in the typhoon and wrecked.

Sixteen wooden lighter (each 100 tons) were contracted for before the typhoon. The following were acquired immediately after the typhoon:—2 Shanghai steel lighters, 2 Weihaiwei steel lighters, 2 Hongkong wooden lighters, 2 Canton wooden lighters, 5 Moji wooden lighters, aggregating 1,000 tons and the following contracted for after the typhoon:—7 wooden lighters, each 100 tons, and 6 Kuming boats.

MACHINERY AND PLANT.

A second-hand 5-ton steam crane, and a Diesel oil engine for the workshops, was acquired. TYPHOON, 18th SEPTEMBER, 1906.

Praya.—The sea wall was destroyed for a distance of 250 feet (due to the S.P. *Blackcock* pounding it); several coping stones were dislodged; throughout its length the pier perished; and the concrete surface of the roadway broken up revealing numerous large cavities beneath.

Buildings.—Roofs were partially uplifted at the eaves and ridges in all tiled godowns. The tiling at the eaves is being replaced by a stronger design with a view to prevent slipping. Doors and shutters were all more or less damaged and have been strengthened. Floors of the older godowns were flooded and will be raised as opportunities permit; meanwhile cargo is being restored on higher dunnage. West Point Buildings suffered very slightly.

Wharves.—Nos. 1 and 2 wharves, and 5 small ones were almost annihilated, whilst No. 3 wharf, the sheers wharf, the new Ferry wharf and a small one were much damaged. No. 3 and sheers wharves have been repaired, (the latter will be enlarged) No. 2 and the small wharves will be rebuilt. This will give 5 berths as against former 6. West Point wharf suffered partial destruction in the great typhoon and still further damage in a later one.

Launches.—Out of 10 launches 3 were wrecked and salvaged. All others damaged. Lighters.—Out of 65 boats 61 were wrecked (many full of cargo) and 2 salvaged. With a few exceptions (smashed to pieces by the S.S. *Petrarch*), those lost were old boats of Chinese type.

Railways and Rolling stock.—Some 2,500 yards of track were lost, of which one third has been salvaged.

Machinery, &c.—Six steam cranes and the dredger barge were lost and salvaged. The hopper barge was totally wrecked and the steam hammer has not yet been found.

Summary.—The losses caused by the typhoon will approximate as follows:—

Miscellaneous expenditure on timber, gratuity, &c. (charged to working a/c) \$9,000.00
Costs of repairing assets which were partially destroyed:—
Buildings \$20,000.00
Wharves \$25,000.00
Railway \$10,000.00
Launches \$10,000.00
Lighters \$6,000.00
Machinery, &c. \$5,000.00
\$122,000.00

Proportionate book value of assets which were totally destroyed:—
Wharves \$90,000.00
Railway, &c. \$5,000.00
Lighters \$28,000.00
Machinery, &c. \$3,500.00
\$126,500.00

Total amount of loss caused by the typhoon:—\$322,000.00
*The actual value was \$340,000, written down to \$90,000.

Further expenditure, the immediate result of the typhoon, will be as follows:—
Rebuilding No. 2 wharf \$142,000.00
New Ferry wharf 30,000.00
Old 10,000.00
No. 5 wharf 8,500.00
Coal 1,500.00
Yarn wharves (2) 5,000.00
Raising floors of godowns 50,000.00
\$247,000.00

DIRECTORS.

M. E. Shellim resigned and his place was taken by Mr. D. M. Nisim whose appointment requires confirmation.

Messrs. E. Goets and A. G. Wood retire in rotation, according to the articles of association, but being eligible, offer themselves for re-election. The directors record, with deep regret, the death of Mr. C. H. Thompson who, during the past four years, held a seat on the Board.

AUDITORS.

Messrs. W. H. FORTH and A. O'D. GOURDIN have audited the accounts now presented and offer themselves for re-election.

W. J. GRESSON, Chairman.

Hongkong, 6th March, 1907.

BALANCE SHEET.

31st December, 1906.

Dr.	
Liabilities.	
To capital 40,000 fully paid up shares at \$50	\$2,000,000.00
Less 136 shares not issued	6,800.00
	1,993,200.00
To estate of G. Sharp (deceased) mortgage	156,951.00
To reserve fund	550,000.00
To insurance fund	300,000.00
To Hongkong and Shanghai Banking Corporation	1,096,160.47
To depreciation and repairs account	23,152.49
To unclaimed dividends	3,570.50
To accounts payable	400,171.18
To directors' and auditors' fees	10,500.00
To final dividend	99,660.00
To profit and loss account balance	3,647.91
	\$4,366,413.55

By value of land and buildings at Kowloon as per last account

Since expended on new buildings

Value of wharves at Kowloon as per last account

Since expended on new wharves

Value of railways and rolling stock at Kowloon as per last account

Since expended on new railways, &c.

Value of launches as per last account

Since expended on new launches

Value of lighters as per last account

Since expended on new lighters

Value of machinery and plant as per last account

Since expended on new machinery, &c.

Value of sheer legs as per last account

Value of land and buildings at West Point as per last account

Sundry debtors

H'kong & Shanghai Bank (unclaimed dividends)

Cash on hand

Value of coal on hand

Value of timber, iron and stores on hand

By balance from last account

By net earnings for 1905

By transfer of dividends forfeited

By transfer fees

By premium on 1 share sold

DEPRECIATION AND REPAIRS ACCOUNT.

To Ordinary repairs, renewals and improvements during 1906

" Typhoon repair

" Balance

By Balance from last account

" Transfer from profit and loss account

INSURANCE FUND.

To Balance

By Balance from last account

" Transfer from profit and loss account

H.E. WU TING FANG.

A MAN OF MODERN IDEAS.

TOO MODERN FOR HIS OWN PEOPLE.

It has no doubt seemed strange to the many friends of Wu Ting Fang in the United States that in all of the newspaper correspondence that has gone out of China during the last year regarding the proposed constitutional reform of government and other reforms, that his name has not been mentioned as one of the leaders in the reform movement. When he was Minister at Washington he was considered a man of modern ideas, and those who knew him then would naturally suppose that in such a movement as the reformation of his own Government, Wu would be taking an active part in the work.

The truth is, Wu Ting Fang is down and out, so far as the Government of China is concerned. Two things have aided his political downfall. He was too modern for his own people, and he was gifted with the most cynical tongue that was ever placed in the mouth of a Chinese.

DISOUSTED AT CLIQUE.

When he returned to China from Washington a little over four years ago Wu was made a member of the Wai-Wu-Pu, which, translated, means Board of Foreign Affairs. And he continued to be a member of that body until last summer, when his resignation was accepted, and he was given a minor appointment and allowed to depart from Peking. A few weeks ago he petitioned to be allowed to resign his new post and retire into private life. He gave as his reason ill health, but those who know the cynical Wu best say that his desire to get out of official life is prompted by disgust over the manner in which the clique that is now in control of the reform movement are handling it.

Before he went to Washington Wu was like thousands of other educated Chinese who know that their Government is far behind the times, but who are willing to sit idle and let the drift along. But his stay in the United States taught him that this would not do and when he returned to his native soil he got busy. He talked right out in meeting and lectured his conferees in the Wai-Wu-Pu in the most amazing manner over the way they were handling China's relations with the outside world. They smiled and continued to pursue the even tenor of their way.

WU DISLIKES JAPAN.

Now Wu has no use for Japan. He is fully alive to the fact that Japan's aggressiveness spells trouble in the near future for China. When Japan was sharpening her sword for Russia "in China's interests," it was Wu Ting Fang who wanted the Peking Government to tell the powers that China had not asked Japan to go to war with any one in her behalf. He said that it was all well enough for Japan to stir up China's interests as a casus belli, but those interests would be forgotten when the guns began to boom. Not that he was particularly friendly toward Russia did Wu take this stand, but he pointed out that so long as Manchuria was already lost to China, she was just as well off with the Bear controlling the destinies of that province as with Japan in charge. The result has proved that the old man was right. Russia and Japan are both in Manchuria now, and will remain there. In talking with a newspaper man at the time he was trying to get his Government to take his advice about the situation, Wu said:

ILLUSTRATES BY COMPARISON.

"You have seen two dogs fighting over a bone, you never saw the bone fight back. Well, in this case, China is the bone of contention, and if I can make my people see it, the bone will fight before the dogs are ready."

When it became evident that the war was bound to come, Wu said that the natives of Manchuria would be the only real sufferers, and again he was right. That rich country is now all but ruined. The people lost all they had, and in Southern Manchuria the Japanese are pursuing a policy that will, if it is not soon checked, mean their further degradation.

When the treaty of Portsmouth was being negotiated it will be remembered that China asked that a Chinese commissioner be allowed a voice in the hearings. Wu told his people that this was useless; that it was now too late to have Manchuria for the Chinese and when both Russia and Japan told China very plainly to go away back and sit down. Wu again was able to say, "I told you so."

HIS CYNICISM MAKES TROUBLE.

Wu is a cynic. He knows what his country needs, and he knows equally as well that her so-called statesmen do not intend to supply those needs unless they benefit financially, and he does not hesitate to tell them so. His biting sarcasm has got him into trouble more than once during the last year. When the Peking Government proposed to send a commission to America and Europe for the purpose of studying foreign systems of government, Wu smiled a smile that meant "There you go again." But he said nothing until he was asked what he thought of the proposition. He replied that he had no doubt the commissioners would absorb a great deal of useful information regarding the western school of cooking, the proper wines to go with each course of a dinner, and acquire a taste for expensive brands of cigars, but he added: "What they will learn about the forms of government in the various countries they visit will not fill as large a book as the volume that will be required to register what they do not learn." And as reports came back telling about the entertaining to which the high commissioners were being treated, Wu was unable to bridle his sarcastic tongue. Especially was he cynical when the commissioners called for more expensive money, as they did from almost every city they visited. "Chorus girls and old vinegars come high," he remarked, "but they all have their proper place in governments."

RECEIVED BY EMPRESS DOWAGER.

When the commissioners returned the Empress Dowager received them in audience. They submitted their reports, but very little has ever been given out as to the real contents of their reports, though from time to time the newspaper men in Peking have been given to understand that the high commissioners learned all about the management of other governments. They probably did, for, as the cynical Wu pointed out, one of the commissioners informed certain mighty officials in Peking that after an exhaustive study of the British and French forms of government, covering a period of nearly three weeks' auto-billing in Paris and London, he had learned that there were many things in the British system that could be used in China, and that the French system of government was quite different from that of England.

About this time an edict was issued from the throne informing the Chinese people that they were to have a constitutional form of government when, as Wu put it at the time, they were educated up to a standard that would enable them to understand that a constitution was not something to eat. About this time he left Peking.

DRAINEST MAN IN CHINA.

In the opinion of Mr. Sam B. Trice, who contributes this article from Chien to the *San Francisco Chronicle*, it is safe to say

that Wu Ting Fang is the brainiest man in China to-day, and if the Empress Dowager really intended to reform China's present system of government, she would listen to him. But her dislike for Wu comes from his fearlessness in telling his sovereign what is necessary in the way of a general house cleaning at Peking before the reforms can be begun.

Wu knows his own people as no other Chinese knows them, and he has their welfare at heart. He has been accused of being anti-foreign in his attitude toward outsiders, and in a measure this is true. He says China is one of the wealthiest nations on earth, and that natural resources should be developed, but preferably by the Chinese themselves. But he always adds that if the Chinese will not build railroads, open the mines and adopt the modern methods of agriculture, then the foreigners should be given the opportunity to do so. This sort of talk has not made him popular with the anti-foreign element that would drive every white-man out of the country.

Wu takes no stock in the talk of a constitution for China. He full well realizes that not one-tenth of one percent of China's 400,000,000 of people ever heard of a constitutional form of government, or for that matter, any other form of government that goes beyond the village magistrate. He looks upon the plan as chimerical at the present time, and has said so. He has pointed out several ways in which reforms could be instituted, but he is not listened to.

WU OUSTS OF HONOUR.

Last month a dinner was given by the commercial guilds of the city of Canton, and Wu was the guest of honour. He made a splendid speech in which he told his audience that the country was poor and weak because the people could not improve their ways and adopt more modern ways, especially in trading. "They do not seem to understand that foreigners are shrewd and careful," he said, "and look far into the future, particularly in matters relating to manufacturing industries. They consider not only the matter of home consumption but also of the demand of the foreign markets. They send their manufactured goods abroad and import raw materials. In general business affairs, we should pattern after the Americans. We must be energetic and not idle. Although but few of us can go abroad to be educated, we must endeavour to induce students

CHINA AND MANILA S.S. CO., LD.

MEETING OF SHAREHOLDERS.
The twenty-fourth ordinary general meeting of shareholders in the China and Manila Steamship Co., Ltd., was held at the office of the General Manager, Messrs. Shaw, Thomas and Company, at eleven o'clock, on the 15th inst. Mr. R. Shaw presided. The others present were: Dr. J. W. Noble, Messrs. N. A. Siebs, H. P. White, A. C. Gordon, R. E. Barretto and G. Moffitt (secretary).
The notice convening the meeting was read. The Chairman said:—Gentlemen, The report and accounts were issued to you on 23rd February, and with your permission we will now take them as read. As I foreboded to you at last year's meeting the past year's business does not compare favourably with that of 1905, both cargo and passengers fell off, our gross income being some \$80,000 less than before. By the closest economy we have made up partly for this so that our net profit is only about \$27,000 below last year's. After allowing for depreciation and placing \$1,000 to credit of Reserve Fund, as per Articles of Association, there remains sufficient to pay a dividend of \$1.00 per share, absorbing \$30,000, and leaving \$5,000 to be carried forward. You will observe that our loan from the Company's bankers was reduced from about \$100,000 to \$133,000, and that interest paid has accordingly come down to \$9,835, as against \$11,180 paid the year before. The sundry debtors and outstanding receipts on 31st December have since nearly all been collected. As regards the present year I can only say that we have not begun it badly, and that at the moment there is a much stronger feeling in the coasting freight market than in the past. Cargo is, however, far from plentiful in this trade nowadays. The number of Chinese shippers on whom we used to depend for a great deal of cargo is much reduced, many of them having closed their firms in Manila, and ceased to do business there. The complete alteration that has taken place in the character of the China and Manila trade amply justifies the step we took in building boats for first-class passenger traffic, for had we the old type of boat and only Chinese passengers and cargo to depend upon now we should be badly off indeed. I shall be glad to answer any questions which shareholders would like to put.
There were no questions asked.
The Chairman proposed the adoption of the report and accounts.
Mr. Gordon seconded.
Carried unanimously.
Mr. Barretto proposed that Messrs. N. A. Siebs, H. P. White, A. V. Apcar and Dr. J. W. Noble be re-elected to the Consulting Committee.
Mr. Gordon seconded.
Carried.
Mr. Noble proposed that Messrs. W. H. Potts and A. O. D. Gourdin be re-elected auditors for the coming year.
This was seconded by Mr. White, and carried.
The Chairman—That is all the business, gentlemen. Dividend warrants are ready now.

THE SOY-CHEE COTTON SPINNING CO., LTD.

The twenty-fourth ordinary meeting of shareholders of the above company took place on the 5th inst. at the offices of Messrs. Arnold, Karberg & Co., Shanghai. Mr. M. Mittag presided.
The Secretary, at the request of the Chairman, read the notice convening the meeting.
The Chairman said:—Gentlemen, The report of our Company for the working year 1906 has been in your possession for some time, and with your kind permission I will follow the usual procedure and take the accounts as read. You may indeed congratulate yourselves on the excellent result obtained. The working of the mill has been satisfactory all the year round. The mill has worked steadily with no interruption except the usual holidays. As has been our policy during former years, we have again restricted our production to day-work only, as we know from former experience that night-work is both costly and not so profitable as day-work. We have had no labour troubles during the year under review, and the internal department of the mill, including engine room department, have worked very well. The yarn market during this year has been satisfactory on the whole. There was a great demand for the locally made article during the first part of the year, followed by a lull during the latter half, accentuating itself more since December, so that we carry at present a stock of some 4,500 Bales which, however, is all sold. The outlook for the future is not bad, although the margin between prices of cotton and yarn has been somewhat reduced. There may, of course, be lean years for us in store, but on the whole the state of the industry has been assured. The supply of cotton during last year has been ample and of satisfactory quality, and apart from our little troubles with the dealers about the vexed watering question, there has been no ground for complaint. The total net profit of our mill, including the amount brought forward from 1905, shows a sum of Tls. 232,021.52, out of which it is proposed to pay a Dividend of 10 per cent on our share capital, absorbing Tls. 100,000. The usual depreciations, etc., have been provided for, as enumerated in the report in your hands, and an amount of Tls. 50,000.40 will be carried forward to 1907 accounts. As regards the various items in the account, there is little to be said indeed. Our Property Account, under the heading Assets, shows an increase of Tls. 5,457.08, representing the purchase-money for two small strips of land on the North side of the Yangtseepoo Road, opposite our mill building and adjoining our other property there. We have acquired this land to round off some small strips bought previously. The Balance Sheet Account shows an increase of Tls. 8,500.37, representing mainly the balance of the cost of our new manager's residence. The house has been completed during last year and is now occupied by our mill manager. The whole of our machinery is in perfect working order owing to the constant care bestowed on it. Before proceeding to the passing of the Report and Accounts, I shall be pleased to answer any questions that shareholders may wish to put to me.
There being no questions the resolutions were put to the meeting and unanimously carried.

THE CHINESE REVOLUTIONARY MOVEMENT.

By command of their Imperial Majesties the Emperor Dowager and Emperor instructions have been sent to Viceroy and Governors of provinces that "in dealing with suspects it must be the duty of judges to find out whether the men brought before them are actually guilty of the charges preferred against them; it is unnecessary to probe into the question whether the accused belong to a revolutionary society or not." On the other hand implicit instructions have been sent to the effect that "their Majesties expect Viceroy and Governors of provinces to abstain not a whit in the search for malcontents and anti-monarchists."—N. C. D. News.

GBO. BENWICK & COMPANY, LIMITED.

ANNUAL REPORT.

The directors have now to submit to the shareholders a statement of accounts for the year ending 31st December, 1906.
After writing off the sum of \$3,000.00 for depreciation the net profit for the year amounts to \$21,470.10, to which has to be added the sum of \$8,915.84 brought forward from last year's account. After payment of directors' and auditors' fees, it is proposed to pay a dividend of 7 per cent, or \$175 per share on the paid up capital of the Company, which will absorb \$18,900.00, leaving a balance of \$10,335.94 to be carried forward to new account.

DIRECTORS.

Mr. A. Rodger, according to the articles, retires, but offers himself for re-election.

AUDITOR.

The accounts have been audited by Mr. H. Percy Smith, who offers himself for re-election.

A. RODGER, Chairman.

Hongkong, 8th March, 1907.

STATEMENT OF ACCOUNTS FOR THE 12 MONTHS ENDING 31st DECEMBER, 1906.

Liabilities.	
Capital, \$450,000.00 viz:	
6,000 Old shares of \$75 each.....	\$450,000.00
12,000 New shares of \$25 each.....	300,000.00
\$750,000.00	
10,800 Shares issued and fully paid up.....	\$770,000.00
Reserve Fund.....	64,126.00
Hongkong and Shanghai Banking Corporation Loan Account (Secured by Mortgages).....	110,335.82
Amount received in advance on account of contract in hand.....	40,800.00
Sundry creditors.....	17,460.47
Profit and loss account.....	39,835.94
\$539,106.23	

Assets.	
Value of land and building at Wan-chai and North Point.....	\$300,750.87
Value of machinery, plant, fixtures and office furniture as per last report.....	\$11,723.14
Additions during the year.....	7,468.39
\$319,942.40	
Written off for depreciation.....	\$5,591.53
\$273,798.24	
Value of stock in trade as per value's certificate.....	84,787.63
Value of work in progress as per value's certificate.....	60,972.42
Cash on hand.....	366.52
The Hongkong & Shanghai Banking Corporation current account.....	\$5,372.55
Fixed Deposit.....	12,000.00
Do. Interest.....	177.21
\$17,549.76	
The Chartered Bank of India, A. & C. The National Bank of China, Ltd., Investments.....	393.8
Sundry debtors.....	17,970.56
\$539,106.23	

PROFIT AND LOSS ACCOUNT.	
Dr.	
To Cost of labour, material and working expenses.....	\$30,482.64
To Salaries.....	13,967.00
To Crown rent and taxes.....	1,264.20
To Depreciation.....	3,003.00
To Balance, Brought forward.....	3,003.00
\$51,719.84	
Dividend of 7 per cent on 10,800 shares.....	
Directors' fees.....	1,000.00
Auditors' fees.....	10,335.91
Balance to new account.....	30,385.94
\$129,099.60	
Cr.	
By Balance of last year's account.....	\$8,915.84
Gross earnings.....	117,436.46
Transfer fees.....	6.00
Bonus from Insurance Co.....	10.95
Interest dividend on investment, etc.....	897.05
Debit written off in 1904, recovered.....	1,831.30
\$129,099.60	

SALARY OF LAUNCH "APENRADE."	
At Queen's Statue wharf, at noon on the 13th inst. Mr. Geo. P. Lammett, auctioneer, offered by sale by public auction the steam-launch <i>Apennide</i> . This vessel has a teakwood hull, with a length over all of 50 feet, and engines of two cylinder compound system, both hull and engines being recently overhauled. Her speed is eight knots. Bidding went briskly on until the sum of \$1,950 was reached, and that proving the last bid the <i>Apennide</i> became the purchaser of the launch at that figure.	

THE ROYAL HONGKONG GOLF CLUB.	
The monthly competitions for the Robertson Farewell Cup and May Cup were held at the Happy Valley from the 9th to 11th March, 1907. The following cards were handed in:—	
ROBERTSON FAREWELL CUP.	
Mr. F. W. Warren.....	86-9=77
Mr. C. P. Chatter.....	87-9=78
Mr. H. C. R. Boucher, R.N. 85.....	80-10=80
Mr. A. Brooke-Smith.....	91-9=82
Major H. E. Lewis.....	88-5=83
Mr. C. C. Walcott, R.N. 91.....	78=84
Mr. T. C. Gray.....	93-9=84
Mr. J. Clark.....	84-1=85
Mr. M. Crose.....	101-6=105
(28 entries).	
MAY CUP.	
Mr. G. E. Morrell.....	108-27=81
Mr. F. C. Hall.....	108-25=83
Mr. T. C. Vernon.....	108-20=83
(9 entries).	
POOL.	
Mr. F. W. Warren.....	86-11=75
Mr. C. P. Chatter.....	87-11=76
Mr. H. C. R. Boucher, R.N. 85.....	76=78
Mr. T. C. Gray.....	90-11=79
Mr. J. Clark.....	80-1=79
Major H. E. Lewis.....	88-7=71
Mr. C. C. Walcott, R.N. 91.....	91-9=82
Mr. M. Crose.....	101-6=105
(33 entries).	
WINNER OF ROBERTSON FAREWELL CUP.	
Winner of May Cup.	
Winner of Pool.	

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Mr. J. Clark..... 84-1=85
Mr. M. Crose..... 101-6=105

(28 entries).

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(9 entries).

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Mr. C. P. Chatter..... 87-11=76
Mr. H. C. R. Boucher, R.N. 85..... 76=78
Mr. T. C. Gray..... 90-11=79
Mr. J. Clark..... 80-1=79
Major H. E. Lewis..... 88-7=71
Mr. C. C. Walcott, R.N. 91..... 91-9=82
Mr. M. Crose..... 101-6=105

(33 entries).

WINNER OF ROBERTSON FAREWELL CUP.

Winner of May Cup.

Winner of Pool.

HONGKONG ROPE MANUFACTURING CO., LTD.

The report for presentation to the shareholders at the twenty-third ordinary general meeting to be held at the office of the general managers on Saturday, 23rd March, at 12 o'clock noon, is as follows:—

Annexed we have the pleasure to lay before shareholders the annual statement of accounts made up to the 31st December, 1906. The net profit, including the balance brought forward from last year, amounts to \$103,212.16 which it is proposed to appropriate as follows:—

To place to reserve fund..... 4,000.00
To pay a dividend of \$2.00 per share..... 100,000.00
To carry forward to the credit of next year's account..... 4,212.16

The result is a little better than that of the previous year, but sales are still restricted by the high price of hemp at Manila.

CONSULTING COMMITTEE.

Mr. D. E. Brown having resigned on leaving the Colony, Mr. D. W. Craddock was invited to take his place. In accordance with the articles of association Messrs. A. J. Raymond, H. P. White, D. W. Craddock and Dr. J. W. Noble retire, but offer themselves for re-election.

AUDITORS.

The accounts have been audited by Messrs. W. H. Potts and A. O. D. Gourdin, the latter having been asked to fill the vacancy caused by the death of Mr. T. Arnold. Messrs. W. H. Potts and A. O. D. Gourdin are recommended for re-election.

SHEWAN, TOMES & CO., General Managers.

Hongkong, 8th March, 1907.

PROFIT AND LOSS ACCOUNT.	
Interest.....	\$ 681.40
Auditors' fees.....	400.00
Consulting Committee's fees.....	4,000.00
Amount written off as depreciation for 1906.....	12,380.00
Balance.....	103,212.16
\$126,673.56	
Balance brought forward from 1905.....	\$58,129.29
Exchange.....	5,340.00
Investment fluctuation account.....	115,134.45
Balance from working account.....	\$126,673.56

BALANCE SHEET.

Capital.....	\$500,000.00
5,000 shares @ \$100 fully paid up.....	\$500,000.00
Reserve fund.....	61,000.00
Sundry creditors.....	16,122.21
Investment fluctuation account.....	7,235.00
Balance of profit and loss account.....	103,212.16
\$697,357.41	

Land, factory, machinery &c.....	\$221,500.00
Less per last statement.....	13,380.00
Depreciation.....	\$208,120.00
Rope, hemp &c. in factory, valued.....	107,514.14
Rope on installment, valued at.....	175,362.00
Fire insurance premium for 1907.....	1,289.72
Sundry debtors.....	111,524.43
Company's Bankers.....	14,894.48
Cash in hand.....	2,160.04
Cash at factory.....	50.00
\$2,310.04	

Investment of Reserve Fund:	
2,500 shares in the China Light & Power Company, Limited.....	25,000.00
3,800 shares in the Provident Loan & Mortgage Co., Ltd. @ \$25.....	95,000.00
533 shares in the Green Island Cement Company, Ltd. @ \$21.....	11,193.00
\$131,193.00	
\$697,357.41	

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

GOVERNOR'S AND CHATER'S CUPS.

The first competition for the cups presented by His Excellency the Governor and Sir Paul Chater took place at the King's Park Range on Saturday and Sunday last when there were 43 entries. The following are the highest scores:—

A. Blowey.....	56+14=70
J. C. Gow.....	56scr=66
A. W. J. Watt.....	61+4=66
W. J. Gast.....	50+14=64
S. E. Green.....	63scr=63
J. H. Pidgeon.....	63scr=63
A. Jenkins.....	62scr=62
P. F. J. Woodhouse.....	55+6=61
D. Willis.....	47+12=59
B. W. Bird.....	51+6=57
D. Gow.....	47+10=57
E. W. Terrey.....	42+14=56
W. T. Edwards.....	40+16=56
L. G. Bird.....	49+4=53
W. J. Saunders.....	47+6=53
The pool competition was won by A. Blowey with a score of 56+14=70.	

CHINA MAIL CUP.

The competition for the Cup presented by the Chinese Mail for shooting at disappearing targets has resulted in a tie between H. J. Pidgeon, A. W. J. Watt and P. F. J. Woodhouse, each having registered 26 hits in 4 shots of 6 rounds each. The winner will be decided by the three shooting off shot for shot.

The following are the scores:—

J. H. Pidgeon..... 7 5 6 8=26
A. W. J. Watt..... 7 5 7 8=26
P. F. J. Woodhouse..... 6 10 4 6=26

TRADE MARKS IN CHINA.

On the request of the Lungkungshangpu (Ministry of Agriculture, Works and Commerce) the Waipuu has sent a copy of the redrafted regulations concerning the establishment of Trade Marks Offices in China to the various foreign ministers for their information and perusal and at the same time their Excellencies are assured that the Chinese Government will not issue them until they have been examined and recognized by the Powers so as to avoid further misunderstandings. According to the replies from the Diplomatic Corps, most of the foreign ministers, including Sir John Jordan, do not take a favourable view of the proposed regulations, which are said to lack clearness. Prince Ching has now sent back the regulations to the Chinese Ministry of Agriculture for reconsideration. It is probable that several months must elapse before this important question is settled.

THE ANGLO-FRENCH LAND INVESTMENT CO., LTD.

The report of the directors for presentation at the first annual general meeting of the shareholders to be held to-morrow reads:—

The directors have pleasure in placing before the shareholders the report and accounts for the first year of the company. Under the original agreement certain rents were received as from December 7th and thus the shareholders are participating in the benefit of revenue for 14 months.

The balance at credit of profit and loss account is Tls. 138,388.14 which the directors recommend for appropriation as follows:—

Dividend of Tael six per share..... Tls. 120,000.00
Reserve fund..... 15,000.00
Carry forward..... 3,388.14

Tls. 138,388.14

The gross rental for 12 months alone amounts to Tls. 21,000 which is in excess of the sum stated in the prospectus.

The properties have all been kept in good repair and developments and improvements are being made. One large block of Chinese houses on Estate C. is being rebuilt on very favourable terms to the Company.

Mr. Gilbert Davies retires but being eligible offers himself for re-election.

AUDITORS.

Messrs. Lowe & Bingham offer themselves for re-election.

C. R. BURKILL, Chairman.

PARTICULARS OF ESTATES.

On 28th February, 1907.

Estate A East—Is situated on Rue du Consulat, Rue Montauban, Rue Colbert and Rue la Guerrie, and comprises part of Cadastral Lots Nos. 14 and 15.

Estate A West—Is situated on Rue Montauban, Rue du Consulat, and Rue la Mission, and comprises Cadastral Lots Nos. 35, 36 and part of 32.

Estate B—Is situated on East and West sides of Rue Montauban, comprising the remainder of Cadastral Lots 14, 15 and 32, and is occupied by the Roman Catholic Mission of Kiangnan as a Mission, Church, Convent, etc.

Estate C—Is situated on the N.W. corner of Rue du Consulat and Rue Montauban, and comprises the whole of Cadastral Lot No. 28.

Estate D—Is situated on Quai de l'Extension, Rue Minkiang and Rue Tienchan, and comprises the whole of Cadastral Lots Nos. 24 and 25.

Estate E—Is situated on the N.E. corner of Rue du Consulat and Rue des Peres and comprises the whole of Cadastral Lots Nos. 169 and 171.

Estate F—Is situated on corner of Quai de la Breche and Rue Hué, and comprises Cadastral Lot No. 134.

Estate G—Is situated on Rue Sikang, Rue Hengchan, Rue Hunkiang, and Rue Lang Chan, and comprises Cadastral Lots Nos. 690, 2, 3, 4, 5.

THE LATE MIXED COURT INCIDENT.

In reply to a telegram from H. E. Tang Shao-yi in regard to the dispute between Great Britain and China concerning the Shanghai riots of December 1905, Viceroy Tuan Fang states that he has instructed Customs Agents of Shanghai to proceed to Nanjing to consult in person, prior to the opening of negotiations with the British representative at Shanghai in March or April. B. E. Tuan is of opinion that, if Sir J. Jordan insists on the payment of a monetary indemnity, then proper investigations should also be made into the number of Chinese subjects who suffered, so that equal treatment may be accorded to the relatives of the unfortunate sufferers. The Viceroy also takes a different view about the punishment of the former Customs Agents of Peking, now Government designates of Peking, of Shanghai and other Chinese officials because they were entirely powerless to deal with the rioters in the foreign settlement. Regarding the punishment as demanded by the British Minister of those ringleaders and others who took part in the disturbances H. E. Tuan adds that, for the sake of preserving peace in Shanghai, the Customs Agents have been instructed to mete out adequate penalties to all persons who were more or less implicated according to existing Chinese law, as a warning to other offenders.

It is stated in Chinese official circles that the Chinese Ministry of Foreign Affairs is going to demand of the British Government (late of the Shanghai Customs and Railway) Chief Secretary of this Ministry, to assist to negotiate with the British Representative about the final settlement of this matter.

It is said that the question of compensation to the subjects of other Powers will be discussed and settled separately between China and the countries concerned after the termination of the negotiations with the British Government.—N. C. D. News.

A SEEDLESS MANGO.

Day by day new possibilities of our Philippine resources are brought to light. The latest is the possible evolution of a seedless mango for the information of possible scotch. It should perhaps be stated that the seedless orange was once considered impracticable. The stone of the mango is a confounded nuisance. Not only does it take up space which might be devoted to the luscious mango pulp, but it makes the eating of that fruit a difficult matter to properly negotiate. Because of it we must either eat the fruit in a puris naturalibus in our bath, or if we eat it at the breakfast table it is about as difficult to carve as a chicken. The promised elimination of the stone from the mango will therefore be more welcome than that of the seed from the orange or the core from the apple.

The tendency to a seedless state is of course, greater in certain classes of plants than in others, according to their powers of spontaneous reproduction by vegetative means, as suckers, runners, bulbs, etc. High cultivation is an important factor in the matter and with a Philippine wizard who can follow in the footsteps of our American Burbank, more wonderful things even than this may be accomplished. We have familiar examples in the banana, breadfruit and pineapple in each of which cases the plants have taken to reproducing themselves by suckers. To these, seedless oranges, and still more recently seedless limes, have been added; while cases of seedless mangosteens are not unknown locally.

This promised production of perfect seedless mango fruits, especially if accompanied by the loss of a foot, as Mr. Garcia claims, will be especially welcomed by all those who regard the "King of tropical fruits" as otherwise fault-finding. In the Philippines, are said to be found anywhere in the tropics, so that if the promised discovery come out all right we shall be able to break our own record.—Manila Times.

A COXSAIN'S HEROISM.

PRESENTATION BY HIS EXCELLENCY.

At noon on the 12th inst., in the drawing-room of Government House, His Excellency the Governor, Sir Mathew Nathan, made an interesting presentation to a gallant coxswain for life saving in the harbour, during the sudden squall of the 28th January last. There were present in the drawing-room, to witness the presentation, besides His Excellency the Governor, Captain Coleman, A.D.C., Mr. A. A. B. Ponsonby, Private Secretary, Hon. Mr. F. H. May, Colonial Secretary, Hon. Mr. W. H. Chamberlain, Director of Public Works, Mr. A. M. G. Fletcher, Clerk of Councils, Mr. E. A. Irving, Director of Public Instruction, Hon. Mr. F. J. Baderley, Captain Superintendent of Police, and Mr. J. Dyer Ball, who acted as interpreter during the proceedings.

Sergeant Gordon, of No. 7 Police Station, conducted Ng So-tai to a place in the centre of the room. Hon. Mr. Baderley then addressed the coxswain of the steam launch *Lee On*, and the coxswain of the steam launch *Lee On*, which struck the Colony, seeing a sampans capsized as he was passing near, Ng jumped overboard and rescued a woman and a child from drowning, thus saving their lives at the risk of his own. He, the speaker, would therefore ask His Excellency, on behalf of the Bellos Trust II, to present the medal, which he handed to His Excellency, to Ng So-tai.

His Excellency said, taking the medal in his hands, that, following all this disaster that had touched the Colony, there was still a bright side. After the disaster of September last (Typhoon Day) much good work was done. On the night of the 20th October, when the *ss. Hankow* was burning, seeing it was in danger, and it was only when a man risked his own life for that of another that Government took notice of the act, and the report made by Sergeant Gordon on the gallant rescue by Ng So-tai had led Government to make representations to the Fund Committee. Ng So-tai had done his duty well, and it gave him much pleasure to present to him the star which he had earned, and of which the recipient and his descendants should be proud. His Excellency then pinned the star on the left breast of Ng So-tai, who bowed his acknowledgments and thanks, and the proceedings terminated.

BOSTON S. S. CO.

PROPOSED HOSPITAL AT CANTON

INITIAL EFFORTS.

Reference was made several months ago, says a correspondent, to a movement of the students and alumni of the University of Pennsylvania, to found a medical school and hospital in Canton. In January this plan was definitely launched at the first meeting of the newly organized trustees of the new institution. To free it from the fetters of many more student enterprises this body of trustees was established, and it comprises some of the best known businessmen in eastern America. Among them are Messrs. G. W. Pepper, President of the board, S. Houston, Dr. Howard Kelly, and Dr. Chas. Frazier (Dean of Univ. of Pa., medical department). These trustees take upon themselves the responsibility of raising the budget of current expenses; all enlargement of the work is to be provided for by special subscription. At the outset \$15,000 (gold) was given to enlarge and improve the present out-patient dispensary, which was handed over to the new school by the Canton Christian College. This medical school in Canton is the work of the Christian Association of the University of Pennsylvania and is called the "University Medical School in Canton." While organized independently of the Canton Christian College, it is however closely affiliated with that institution, and is to be its medical department. A few students have advanced in the Canton college to the sophomore class, so that some are already eligible to the medical course. Dr. Woods, formerly of the Canton Christian College, and Dr. J. C. McCracken are the first doctors appointed to the new school. W. H. Gutelius, D.D.S., has recently arrived in Canton to establish the dental department of the school. Two other physicians and a pharmacist are to be sent out within four years to take part in the school and hospital work.

UNOFFICIAL CHINA.

In a country where the great mass of the people are politically inarticulate, where, from temperament and from circumstances they are content to be governed rather than to govern, it is inevitable that more attention should be attracted to the doings of those in authority than to the silent forces at work in the land. Hence it is that foreign observers in China are found for the most part to set store on kaleidoscopic changes in the central administration rather than to attempt to discover whether any distinctive spirit of the times is permeating the bulk of the population. The latter of necessity moves slowly, and is a long time in bearing fruit, if ever it will. In administrative circles, on the other hand, there is always the personal element to attract, while the chronicle of the Chinese Court has such a picturesque freshness, abruptness and inconsequence, that their study need never prove dull. At the present juncture, however, the bewildering perplexity that characterizes the course of events in Peking politics has outlived the welcome accorded it by the curious, and threatens to disgust those who from love of their subject make a study of Chinese affairs. It is a relief, therefore, to turn from a consideration of the ups and downs of the rival forces of progress and reaction in their struggle for power at the Manchou Court to the central chronicle of things in the Provinces as it appeared recently to a careful observer well qualified by long experience to gauge the course of events in China.

In another column we publish the substance of a telegram which has appeared in *The Times* from the pen of its Peking correspondent, summing up his observations on a tour through southern China from Hankow to Canton via Changsha, Kweilin, Nanning and Lungchow. Not the least striking feature of Dr. Morrison's description is the emphasis he lays on the peace of the country. The chronicle of things in the Provinces as it appeared recently to a careful observer well qualified by long experience to gauge the course of events in China.

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Mr. G. C. Valpy, Passed Cadet, who has for some time officiated as Assistant District Officer at Kiang, has been appointed Assistant District Officer at Kiang, and that signs are happily, and we trust, that John Bull is at last and fully alive to the necessity of moving with the times.

VEGETABLE VENDOR DROVE TO DEATH.

FOUR MEN, INCLUDING A LUKONG, ARRESTED.

When news got around yesterday that a well-known vegetable vendor at Mongkok had been brutally done to death by a number of men, Yau-mat-ti was aroused to its highest pitch. The excitement was so great for the first few minutes after the news got well into circulation that it was feared something was going to happen. Crowds of people rushed in every direction hoping to reach the scene of the murder; policemen blowing their whistles, running up and down the street, added more fuel to the fire of excitement. In Portland Street where a mob had already assembled, the real cause of the confusion became known. Sitting off the road-side, his head bowed, with blood oozing from his mouth was Lo Ching, the hawker, who was known to nearly every housewife at Yau-mat-ti. He was dead. Many stories were given as to the cause of Lo Ching's death, but few are to be believed. Some said it was revenge, while others hinted that the "Triad Society" had got back its own. While the matter was being discussed by the crowd, Inspector McHardy, who has recently been transferred to that district, arrived on the scene with an ambulance and the hawker's remains were removed to the Yau-mat-ti morgue for examination. At the same time detectives were sent out to work on the case. Late in the evening four men were arrested on a charge of alleged manslaughter. They were Yung, a hawker, the Wei, a street coolie, Chan Chau, an early coolie, and Ng Wong, Lukong, 260, of Yau-mat-ti Police Station. The four men spent the night in cells. This morning all the facts of the case were in the hands of the police. Lo Ching, the deceased, kept a vegetable stall at Mongkok, on the road leading to Kowloon City. Between ten and eleven o'clock yesterday morning one of the men under arrest, reports say the first prisoner, Yung, went up to deceased's stall and asked for an empty basket.

"What do you want it for?" deceased asked. "I want to take some vegetables home in it," replied the applicant.

"I have only a few of these baskets, which are for my customers, and I cannot let you have one," deceased is reported as having said. The applicant snatched the basket from the stall, but deceased had it out of his hand in a minute. A quarrel followed, which wound up by the applicant and a number of his friends setting on deceased with bamboo poles. Deceased tried to defend himself and on raising his hand to guard his head he received a blow on the side which temporarily laid him out. When he saw his assailants making an attempt to escape he got up and pursued them for about 200 yards, into Portland Street, where he collapsed, and died from a ruptured spleen before the police arrived. During the cowardly assault, it was alleged that Lukong 260 took a prominent part in the affray.

At the Magistrate's this morning, the four men were arraigned before Mr. F. A. Hazledine to answer the charge. They pleaded "not guilty" and they were ordered to be held in police custody until Tuesday afternoon next, when the charges against them will be heard.

COMMERCIAL WARFARE.

SHIPPING MOVEMENTS AROUND AND ABOUT SINGAPORE.

From a paragraph which originally appeared in the *Strait Times* announcing the arrival in Singapore of Mr. L. D. Holt, brother of Mr. Richard Holt, of the *Times of London*, Alfred Holt and Co., the *Times of London* has been inspired to print a very readable article on commercial warfare in the middle East.

From a shipping return published in Bangkok it was learned that German now greatly exceeds British tonnage entering the principal port of Siam. The January entries were: German 22 vessels, 27,125 tons; Norwegian 19, tons 14,570; British 7, tons 5,346; Dutch 3, tons 1,748; French 2, tons 752. Most of the German vessels entering the port consist of coasters, plying between Hongkong, Swatow, Hainan (in Hainan Island) Singapore and Bangkok.

Until quite recently as the result of buying out the British "S.O." Holt lines, the Germans had almost the whole of the trade between Hongkong and Bangkok, and Singapore and Bangkok, in their own hands, says our Ipoh contemporary; but since the conclusion of the Russo-Japanese war some enterprising merchants hailing from the land of the Rising Sun have taken considerable interest in the commercial affairs of King Chulalongkorn's dominions, and charging, about a year ago, some Norwegian steamers, mostly strong British share of the "good things." The Germans promptly dropped their rates, only to find the Japanese fully prepared to "go one better," with the result that freights and passenger fares were soon down to what was regarded as practically an irreducible minimum.

EXTENSIVE JAPANESE ENTERPRISE. Just what the upshot of the "war of rates" we do not know, but it appears pretty evident that the Japanese did not go into the business without full knowledge of the nature of the opposition to be faced, and, further, that the debut of their vessels in Siam waters was only the first step in a very extensive enterprise embracing practically the whole of the Straits, the Netherlands Indies, Burma and India. Japanese liners have already visited Rangoon, and it is noted abroad that the flag of Dai Nippon will long be considerably in evidence at Batavia and other Dutch ports, while quite recently it was stated in Indian papers that Japanese steamers engaged in trade with Europe will make Madras a port of call.

KEEN STRUGGLE FOR SUPREMACY. After noting the arrival of Mr. Holt, our contemporary proceeds:—With Japanese and German lines, both of them somewhat heavily subsidised by their respective governments, entering into competition with British companies in fields that not very long ago were regarded as British preserves, it is manifest that the widening of the Eastern Conference's sphere of influence, the time is high when a very keen struggle for supremacy in Eastern seas will be in full swing.

The old order of things is disappearing; better steamers, speedier mail services, larger subsidies, better accommodation for passengers and the incidence of foreign flags, in ever-increasing numbers, in British India waters is the position of affairs to-day. How it will all end, what the near future will reveal, it is difficult and indeed well-nigh impossible to forecast at this writing. But if it be true that opposition is the life of trade, then there should be good times in store for one or other of the great shipping concerns mentioned, and for shippers and passengers as well.

It is especially satisfactory, therefore, to know that such a prominent and experienced shipowner as Mr. Holt has arrived on the scene, in the middle East, and that signs are happily, and we trust, that John Bull is at last and fully alive to the necessity of moving with the times.

THE BURNING OF THE "NETHERTON."

RAVAGED BY FIRE.

On Wednesday morning, reports the *Strait Times* of its last, the steamer *Nether-ton*, which was partially destroyed by fire, while lying at Pulau Sembilan, arrived here in the morning of the morning. The ship was on the way to the Tanjung Pagar sugar tug Mercury and late in the evening was berthed at the cattle wharf at Keppel Harbour. On the ship our representative was courteously received and the following story of the outbreak was gathered. The *Nether-ton* arrived at Pulau Sembilan on Jan. 7 and at once set to work to unload a cargo of 14,000 casks of benzine. The unloading commenced from the forward, or No. 1, hold. The work proceeded satisfactorily until when the casks of the hold blew up with a terrible sound and immediately a sheet of flame, which topped the masthead roared out of the hold. Eleven men, all natives, were working in this hold and not a vestige of their remains has been found. Immediately on the explosion the active crew fled ashore, this being easily accomplished as the *Nether-ton* was lying alongside the wharf. Fearing the grave danger and the facility of staying on the ship, Captain Greenlee ordered his European hands to quit the vessel and followed himself. Barely had the ship been left when the No. 1 hold blew up with a roar, and then the whole forward part of the ship was a mass of red flame which gushed up into the sky far beyond the top of the tapering foremast. As the benzine drums burst and their contents poured out the ship seemed to be literally spouting fire, for the flames streamed out of every porthole and in this manner the *Nether-ton* burned away for three days.

THE CHIEF OFFICER'S HEROISM. When Captain Greenlee mustered his men ashore he found that one of the European crew, a German, was missing. Inquiries amongst the rest of the crew elicited the fact that the German had been seen in the fore-cabin. As this had not been reached by the flames, Mr. Rennie, the chief officer of the *Nether-ton*, gallantly volunteered to go back to the burning ship to try to save the man. Despite the fact that the after part of the ship contained over 6,000 drums of benzine which had not yet been touched by the fire but which might go up any moment, the chief officer boarded the *Nether-ton* by one of the bow mooring ropes. He then rushed through the smoke and fumes of the burning spirit into the fore-cabin. Here he found the man he had come to save sleeping peacefully as a child, all unconscious of the flames raging not half a score yards away. How the sleeper came to sleep through both explosions is marvellous and when Mr. Rennie awakened him, his agitation was very great at finding himself cut off from the shore by a sheet of fire. Mr. Rennie, however, allayed his fears by showing him the way to escape over the bows.

AN AWESOME SIGHT. The *Nether-ton* was left burning alongside till six o'clock on the evening of the day of the outbreak and then at this hour the mooring ropes were cut and she was towed out into the stream and slowly began to drift. Here the melting wax candle slowly dripped till it lay doubled, upon the deck. Then the steel decks began to fall in and with the collapse of the deck the vessels sides buckled inwards, the bridge and all the winches etc. vanishing into the heart of the flames. The collapse of the vessel's sides gave her the appearance of having burned to the water's edge forward of the engine room. On the third day the fire began to abate as the spirit got exhausted, and the s.s. *Besilang* then went alongside and pumped water into the bunkers which were on fire.

HALF A SHIP LEFT. In the vessel's after-holds there were nearly 7,000 more drums of the inflammable spirit but by a miracle these did not get alight, the fire stopping just outside the room, the vessel being actually completely destroyed up to 180 ft. of her length and the rest quite undamaged. This extraordinary state of affairs can only be realised by visit to the ship. The Mercury got to Pulau Sembilan on Wednesday, the 20th, and the next day the *Nether-ton's* anchor was got up. The winch is scrap iron and the heavy anchor was lifted by hand. The task took fifty coolies five hours and could have been done in five minutes with a steam winch. The ship was down by the head and on the tow to Singapore she started wildly owing to her propeller dragging on the surface of the water.

NOTHING BUT SCRAP IRON. Looking forward from amidships the vessel looks like a wreck got up from the bottom of the sea and only fit for the scrap heap. The steel decks and sides have in places melted into a mass of metal and the iron deck supports are twisted into all sorts of odd shapes.

THE ORIGIN OF THE OUTBREAK. The origin of the outbreak has not been definitely ascertained, but it is believed that the benzine took fire from a spark from two pieces of metal accidentally striking together. The damage will cost about £200,000 to repair.

The ship's cook is amongst those missing and it is believed he jumped overboard after the first explosion and was drowned.

TIMELY RESCUE FROM DROWNING. JAPANESE WOMAN SAVED BY FOREIGNERS.

The *Japan Chronicle* of 5th inst. reports:—On Thursday last while P. & O. steamship *Manila*—due to leave Kobe at noon to-day—was in port at Moji some of her passengers had an adventure while proceeding to the beach. A Japanese woman, who had been between the vessel and land, was rescued by a Japanese woman, in a drowning condition, struggling against the strong current of the Straits. With great promptitude two of the gentlemen succeeded in lifting the woman into the sampan. She was almost unconscious, and would undoubtedly have succumbed had she remained longer in the water. Dr. Feilday, ship's surgeon on the *Manila*, happened to be among those on the sampan, and under his directions, with the assistance of Mr. Race, the woman was landed in safety. Dr. Feilday immediately applied the Sylvester system of artificial respiration, with the gratifying result that the unfortunate woman was so far restored that she was enabled with assistance to get to her home. The astonishment of the crowd of Japanese who witnessed the resuscitation was sufficient recompense in the way of thanks, and the kindness and attention of the English gentlemen, who were perfect strangers to Japan, will doubtless not be easily forgotten by the people.

THE NAGASAKI HOTEL.

ANNUAL MEETING.

The third annual meeting of the Nagasaki Hotel Co., Ltd., took place at the Hotel last week. Mr. Frederick Ringer, the chairman, proposed that the report and accounts be printed and passed. He did not think, he said, that there was anything in them calling for special mention or comment from him. Although there was a fair balance at credit of profit and loss the directors regretted that it was not sufficient to enable them to declare a dividend—here having been, moreover, an understanding at the last meeting that the profit of the year should be put to Reserve Fund. The work for the last six months of the year, he was sorry to say, was very unsatisfactory, a fact attributable to the great decrease in the number of travellers since the disaster at San Francisco. Nor could it be said, so far as Nagasaki was concerned, that the present year had opened any more auspiciously, though it was to be imagined that travel for 1907 would be better than for the past year. The directors proposed that they should begin to look to Japan, but it was of course a question whether they would come as far south as Nagasaki. Another circumstance operating against the hotel was the improvement in the steamship service to Vladivostok. Whereas in former days it was necessary that passengers to that port should wait at Nagasaki from seven to fourteen days for a steamer, now it was possible to get to Vladivostok in a matter of days. The profit of the company, the chairman added, remained in a very satisfactory condition, but of course required that certain sum of money should be spent on it each year. The report—states the *Nagasaki Press*—was as follows:—The gross profit on working account amounts to ¥13,300.65, which after deducting all charges leaves a net profit of ¥8,877, which the directors propose to deal with as follows:—To write off building, ¥3,015.40; electric light plant, ¥1,792.13; furniture, ¥1,221.21; carry forward to next account, ¥4,826.20.

Mr. E. A. Ringer resigned his seat on the Board on leaving the port. Mr. P. J. Buckland was invited to accept the vacancy, which appointment requires confirmation at the meeting should this meet with approval. Mr. Buckland retired and offers himself for re-election. The accounts have been audited by Mr. W. M. Wood. As Mr. Wood is leaving port the Directors have pleasure in recommending Mr. Thomas Campbell Robertson as Auditor for 1907.

The resolution as to passing of the report and accounts was seconded by Mr. W. R. McCallum, and was carried unanimously.

THE KIRIN BREWERY CO.

A SHAREHOLDER'S PROTEST.

Mr. H. J. Snow, writing to the Yokohama papers, says:—"May I ask you to publish the rest of my speech (enclosed) which I consider was unwarrantably prevented from coming at the recent meeting of the Japan Brewery Co., as it may interest a very large body of shareholders whom I know to be in sympathy with the opposition, but who, for various reasons, have not taken any part in the movement against the action of the Directors. I may add that I am doing this at the request of a number of people who are interested in this matter."

The following is the enclosure above referred to:—"In view of the fact that it is proposed in these resolutions to pay 24 per cent. on the net cash available for return to the shareholders, it is necessary for me to refer to the accounts for 1906. It appears there is a considerable sum to be paid out for building and machinery which is not taken into account in the return to shareholders, about which nothing was said in the report, nor does it appear in the accounts presented to the members, as it should have done, it being a liability on the old Company.

The accounts were therefore not true accounts, but were, to say the least, incomplete, and calculated to mislead the ordinary shareholder. I would like to ask why these liabilities were not put into the accounts? And I would also like to ask why no mention was made of them in the report? The excuse that the exact sum could not be arrived at, owing to various circumstances, is no excuse at all. There is no reason why a sum sufficient to cover the estimated expense, should not have been put to a Suspense Account; then the shareholders would have had some idea as to how things stood. We have no fault whatever to find with the sale of the Brewery, but we do most emphatically protest against the way the Directors have gone about this business of proposing to divert to themselves large sums of the shareholders' money, which they have not earned and have no right to take. It is most objectionable, and although we may not succeed to ourselves the right to take legal action to recover what we consider we have been illegally deprived of.

"Another question which I desire to ask also, as affecting the amount to be distributed to shareholders, is whether all the new shares, issued in December, were taken up, and if not, what sum is likely to accrue to the benefit of the Company through those shares not being taken up?"

"There is another and more serious matter which is very connected with the passing of these resolutions, and that is the ¥200,000 for the directors."

"Now, as Managing Director, does the Chairman participate in that bonus? And does he also participate in the bonus to employees? If so he receives not only his salary and other emoluments attached to the position, but part of this bonus to Directors, part of the bonus to employees, and the 24 per cent as a dividend."

"I therefore propose that in view of the fact of the ¥200,000 voted to the Directors at the general meeting held on Wednesday, February 13th, affecting the amount on which the Liquidator will receive the 24 per cent. mentioned in Resolution No. 2, now before this meeting, I move that that sum of ¥200,000 be struck out of the vote declared, null and void; if not having been passed in accordance with the law, nor in accordance with the Company's Articles of Association, paragraphs Nos. 6 and 36."

"The paragraph of Article 16 referred to reads: 'No Director shall, in respect of any contract or matter in which he is individually interested, exercise more than a member's vote.'"

"I believe the individual Chairman represents an element of human excellence unsurpassed anywhere on the face of the earth. Chinese business affairs are characterized by great personal integrity. They do not give and take notes for indebtedness. The verbal promise to pay is all sufficient, and all debts are settled on the Chinese new year."

"If for some reason an individual cannot meet his obligation, he does not deny it; because there is no written note. On the contrary, he admits his indebtedness, and promises his liability to pay it, and straightway goes and takes his own life. To do otherwise would bring to him

THE GERMAN MAIL.

SAFE ARRIVAL IN HONGKONG.

Messrs. Melchers & Co. write us at 1 p.m. on the 15th inst.:—"We are in receipt of the following telegram from Shanghai, dated March 15th, 11:25 a.m.:—"Incoming steamer report having passed a.s. 'Princess Alice' (sailed on Saturday 3 p.m. from Shanghai) all well on Monday morning during a fog at Steep Island (112 miles from Shanghai)."

[Since receiving the above the *Princess Alice* has arrived in port.—Ed., H.K.T.]

A GREAT FUTURE FOR CHINA.

LET HIM DIG THE CANAL.

LAUDS THE CHINESE AS THE ACME OF HUMAN EXCELLENCE.

Kit Fue Shieh, Chinese Consul at New York, wearing the plain clothes of occidental civilization, with a half corrupted expression on his face, listened for more than half an hour last month to a panegyric of his people by Col. H. O. S. Heistand, who was Chief of Staff and Adjutant-General of the American expedition to China to assist in suppressing the Boxer uprising in 1900. Col. Heistand spoke in the meeting room of the Officers' Club on Governor Island before an audience of distinguished military men, active and retired members of the Military Service Institution, says the *New York Sun*.

He said his experience in China was not limited to his year's official duty during the American occupation, and that he had made a careful study of the people. He praised the American soldiers in China and said that their conduct made him proud of his country. They were popular with the soldiers of other nationalities, and one of the chief reasons, apparently, was that they received about four times as much pay as the foreign men in the ranks.

If it had not been for the cupidity of other nations Japan herself might have accomplished all that the soldiers of the eight nationalities had finally done. China might have been partitioned between the Powers if it had not been for the statesmanship of President McKinley and Secretary of State John Hay. For the services of America on this occasion China had shown herself supremely grateful. The relations, diplomatic and commercial, had been very cordial after the war. It was a pity that the goodwill that had come to America had been sacrificed by our unfortunate exclusion laws.

Col. Heistand said he regretted that a minority of the citizens of the United States, who had obtained their citizenship chiefly by naturalization, had been enabled to undo the work accomplished through the military occupation. He referred to the Chinese Exclusion Act, which he called a commercial blunder. He said he had no wish to reflect on our national legislators, but he hoped that they would amend the objectionable law, which might be a source of gigantic commercial dealings in the future, and a people that was going to be among the greatest on the earth.

He hoped that Chinese immigrants would be treated just as other immigrants were treated. The undesirable should be excluded and the desirable admitted. All discrimination under the immigration laws should be removed. The educated gentlemen and honourable merchants of China should receive the same treatment as the same class of people from Europe. Their exclusion was not only wrong from a commercial point of view, but was against the doctrine of peace on earth and goodwill to men.

"We have heard and read," the lecturer said, "of a good deal about Chinese labour at nine cents an hour. I can assure you that the Chinaman is not more anxious to work for nine cents an hour than the workman of any other nationality, including the American. He learns the value of his labour as readily as the best of them. All he wants is a fair show and he will take his chance in competition with the world, whether it is digging the Panama Canal a shovel at a time or playing the greatest game of nations with the ablest diplomats. Let him dig the canal and if he never does any thing else he will have accomplished a lot toward fulfilling God's purpose in creating and preserving him."

"We have less to fear from the Chinese, with or without exclusion laws, than we have from irresponsible and unprincipled agitators among us who endeavour to divide the American people into classes, to inspire and foster discontent and viciousness, to arraign class against class, to strike a blow at our material prosperity by arousing prejudice against those whose energy and ability have created and maintained it."

Col. Heistand said he was inclined to discredit the belief that the Chinese empire had a population of 450,000,000. There were no statistics on the subject and no surface evidence of the correctness of the estimate. He had no opinion of some missionaries, and said he doubted if any adult Chinaman ever had been converted to Christianity. Some of the missionaries had been guilty of looting in the period of occupation. One had been caught in the act by an American sentry and shot in the arm. Later this missionary had admitted his guilt with a show of pride and had declared that he had received it at the siege of Peking.

The Chinese were more democratic than was generally supposed. The will of the people was potent under what was merely theoretical absolutism. There were some features of Chinese civilization that might be imitated in other countries. For instance, the Chinese family paid the doctor only when all in the family were well. The moment any one became ill the doctor's salary stopped, continuing when the patient recovered.

If a Chinese bank failed the heads of the president and director were cut off and then an investigation was made and all the funds were divided pro rata among the depositors. Speedy trial and stringent punishment, irrespective of the class of the offender, would be a good thing in America, too.

One reason for the fertility of the soil of China, which had been under cultivation for many centuries, was the use of the bodies of the dead to fructify it. The empire was a vast graveyard. Bodies were not buried, but laid on the surface and covered and recovered with turf until they mingled with the earth. America might take a lesson from China instead of throwing its offal into the sea and wasting it might enrich soil that was becoming in some places much impoverished.

In the way of eulogy Col. Heistand said: "I believe the individual Chinaman represents an element of human excellence unsurpassed anywhere on the face of the earth. Chinese business affairs are characterized by great personal integrity. They do not give and take notes for indebtedness. The verbal promise to pay is all sufficient, and all debts are settled on the Chinese new year."

"If for some reason an individual cannot meet his obligation, he does not deny it; because there is no written note. On the contrary, he admits his indebtedness, and promises his liability to pay it, and straightway goes and takes his own life. To do otherwise would bring to him

and his family such an expression of adverse sentiment and public indignation that they could find in the whole empire no peaceful asylum. There is seldom any plunging in the Chinese commercial world, and when there is it generally makes business for the undertaker."

The Chinese are a law-abiding and peace-loving people, who dwell in contemplation of a favourite motto, "11 right is right—what's the use of might?" They have never been able to resist the encroachments of the Western world. To add to resentment due to the spheres, strange different governments have upon one pretext or another seized China's best harbours and most valuable seaboard until the empire finds itself with scarcely a doorway to the sea that is not dominated by a foreign Power.

There are those who see in the awakening of China what they call The Yellow Peril. The only peril I see is the peril of the highwayman, when caught with his plunder the peril of the bully when the spirit of the gentle aroused; the peril of fairness in competition with industry; the peril of fairness surrounded by probity; the peril of a lie when assailed by the truth; the peril of a labourer when put in fair and open competition.

Let mankind and the nations of the earth disclaim them all and they will cease to see yellow. What I see in the awakening of China is to release her from the bondage of superstition, to quicken her latent forces and make her resources and her virtues the heritage of the two worlds, and from a remaking of the two civilizations, the creation of a higher and loftier civilization, incorporating the best features of both for the betterment of all God's children and the uplifting of the human race without prejudice to colour or country.

Col. Heistand said that there was no mistake about Chinese progress, both in commercialism and militarism, and the nation that attacked China under the impression that the now lacked patriotism would make the "deadliest and costliest mistake of its career." In concluding, the lecturer said:

I hope you may all see and know China and the Chinese as I saw and learned to know them, as we may establish and maintain such relations with them and the rest of the world that we will see the Stars and Stripes go further and further to the uttermost parts of the earth in peaceful and commercial triumph everywhere and forever to be loved and revered as the symbol of humanity and mercy and respected as the emblem of national integrity and justice.

MANCHURIAN ADMINISTRATION.

The Government programme for the re-organization of Manchuria as detailed by our Peking correspondent in a letter we published last week is somewhat ambitious, says the *N. C. D. News*. The fourteen articles of which it is composed include provision for most of the demands made by the Powers interested in Manchurian trade since the signing of the Treaty of Portsmouth. The time within which Russia and Japan are to withdraw their troops is fast drawing to a close. In another two months China will again be the nominal ruler of the province, the fate of which has been responsible for so much bloodshed and the expenditure of so many millions of pounds. The home of the great ruling house is once more to be controlled from Peking, and the dilaatory of trade which followed the Russian occupation, the disastrous war, and the post-bellum administration, promises shortly to become a memory of the past. Manchuria under Russian administration, with many exclusive opportunities its possession afforded to the subjects of the Tsar for the promotion of their trade, was to all intents and purposes useless as an international market. And those who expected a speedy revival of trade after the termination of hostilities were doomed to disappointment. What trade there was flowed through other channels than Newchwang, which has long been regarded as the entrepot of the Manchurian market. The last state of Manchurian trade, so far as the majority of merchants was concerned, seemed worse than the first, and the dissatisfaction and disappointment found expression in a series of petitions and appeals to the Ministers at Peking and even to Home Governments.

Now, however, a revival of trade seems to be within an appreciable distance. It is true that the interim government of the three Eastern provinces is a chaotic, or less chaotic, that armed bands infest the country, and that the military administration has not yet been succeeded by satisfactory civil control. The task that China has before her will be no light one. The concentration of the three provinces under one administration will require a reorganization of the Government from top to bottom. Customs houses have to be established on the Korean and Russian frontiers, the Hongkaiwhar who have taken advantage of the disorganization and disorganization of the war brought in by rain have to be dispersed or captured, and the antiquated policy of enlisting the leader of these outlaws in the Government service is resorted to; strong forces of police and troops will be necessary to ensure permanent order. These are but a few of the responsibilities China will undertake on assuming control of the territory of which she has so long been denied the active administration. As soon as possible after the evacuation of Manchuria by the Russian and Japanese troops no less than fifteen cities are to be opened to foreign residents and trade, under the provisions of the China-Japan Treaty of December, 1905. Thus unequalled opportunities for developing the trade of the country will be placed at the disposal of foreign merchants. There are still some questions at issue between the Russian and Chinese Governments, and these, it is hoped, will be finally disposed of by a conference between H. E. Tang Shao-yi and M. Pokotiloff this month. Subject to a satisfactory conclusion of these negotiations there appears to be nothing to prevent China from proceeding peacefully to set the home of her present Dynasty in order.

The measures proposed for the reorganization of the Manchurian administration show that the officials at the capital are fully alive to the necessities of the situation, and it is to be hoped that a programme which will meet with such general approval will not be relegated to background as soon as China formally enters possession of the Eastern provinces. The consolidation of the three provinces under one Viceroy should make for greater efficiency and homogeneity in administration, and give the territory a better chance of recuperating from the trials it has under, only. It is easy to understand the feeling in native circles that China will only be the nominal ruler of Manchuria, and that she will find herself handicapped by the complications that must inevitably arise if either of the late belligerents continues to regard portion of the new Viceroyalty as its "sphere of influence." No phrase has been more abused than this, or more generally misunderstood, but no phrase will be taken in the Chinese implies in Manchuria nothing more than it does in the Yangtze Valley. In the British sphere of influence there is no suggestion of monopoly, and the power of a ruler is construed to mean equal opportunity for all, exclusive privileges for none, and the maintenance of the open door.

and his family such an expression of adverse sentiment and public indignation that they could find in the whole empire no peaceful asylum. There is seldom any plunging in the Chinese commercial world, and when there is it generally makes business for the undertaker."

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THE WRECK OF THE "ROBERT COOK."

SALVAGE OPERATIONS POSTPONED.

The Danish salvage steamer *Protector* returned from the *Paracels* last Thursday afternoon. Her second expedition to Cape Varella for the salvage of the *Robert Cook* was postponed on account of the weather conditions prevailing at the Cape, rendering an approach to the wreck for some time and seeing no chance of the weather moderating soon, the *Protector* has had to further postpone any attempt at salvage operations until early next month when it is expected the monsoon will be rather more favourable for the work. As is known, the *Robert Cook* has long since been abandoned to the undertakers by the Hongkong and Whampoa Dock Co., Ltd., and the *Protector's* expedition is accordingly conducted on behalf of the insurance company. Although the exact amount of the consideration money to be paid in case of success has not transpired, we believe that the salvagers are not adverse to undertaking the job on the no cure no payment system.

S. S. "HONGKONG" REFLOATED.

SAFE AT HOIHOW.

The French s.s. *Hongkong*, for which Messrs. A. R. Mory & Co. are the local agents and which stranded between Moti and Hainan Head last month, has, according to information received in the Colony on the 13th inst., been successfully re-floated and since proceeded to Hoihow. The *Hongkong* will be temporarily patched up where she lies, and will then be brought over to Hongkong for repairs. She is expected here on Friday morning.

PUBLIC COMPANIES.

REGISTERED IN HONGKONG.

In the annual report by the Registrar, Supreme Court, it is stated that the total number of companies registered from the commencement of the Companies Ordinance, 1865, was 501 with an aggregate capital of \$330,470,873.

Of the 501 companies on the register 85 are defunct, 2 were not floated, 114 were wound up and 46 were in the course of being wound up, leaving 354 on the register at the end of 1906 representing an aggregate capital of \$152,246,055.

There were 39 companies registered in 1906, the revenue from which was—

Registration fees.....\$5,716.50
Filing and other fees received during the year.....2,583.00

\$8,299.50

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

The report for presentation to the shareholders at the thirty-fourth ordinary meeting to be held at the society's offices at noon, on Saturday, the 13th April, is as follows—

The Board has now to lay before the shareholders a balance sheet containing a summary of the property and liabilities of the Society on the 31st December, 1906, and a statement of accounts to the same date.

1905 Account.—After payment of the interim dividend of \$30 per share and the bonus of 10% to contributors, passed at the last annual meeting there remains a balance of \$35,249.04 as per annexed statement.

The Board recommends that this sum be appropriated as follows—

A dividend to shareholders of \$12 per share on 10,000 shares \$120,000.00

An addition to the Sterling Reserve Fund of £30,000 at exchange 2/3 3/4.....264,827.59

To be carried forward to Underwriting Suspense Account to close the account for the year 1905.....450,463.05

\$835,290.64

1906 Account.—The balance of Working Account on the 31st December, 1906, was \$508,490.31 as per annexed statement.

The Board recommends that an interim dividend of \$30 per share be paid to shareholders out of interest, amounting \$372,000, and that a bonus of 20% be paid to contributors, amounting \$250,000, and that the remainder be carried forward.

New Issue of 2,400 Shares.—All these new shares have now been issued. The shares in the China Traders' Insurance Company, Limited, acquired by the Society have been valued for the purpose of the balance sheet at \$90 per share and the profit accruing thereon, this valuation has been treated as premium on the new shares issued in exchange for them. The new shares rank *par passu* with the old shares of the Society for the final dividend on 1905 account as well as for the interim dividend on 1906 account and the final dividend thus paid on these new shares will be charged against the premium on the new shares, amounting to \$1,230,688.14 which sum the Board has applied as follows—

Transferred to Silver Reserve.....\$1,000,000.00

Transferred to Investment Fluctuation Account.....330,688.14

\$1,230,688.14

DIRECTORS.

Since the last general meeting Mr. H. W. Slade has resigned his seat on leaving the Colony, and Mr. G. Balloch of Messrs. Gilman & Co. has joined the Board.

In accordance with clause 66 of the articles of association Mr. G. H. Medhurst and Mr. A. G. Wood, retire, but offer themselves for re-election.

AUDITORS.

Messrs. W. Hutton Potts and A. R. Lowe, retire, but offer themselves for re-election.

A. G. WOOD, Chairman.

Hongkong, 15th March, 1907.

BALANCE SHEET.

On the 31st December, 1906.

To capital 14,000 shares of \$50 each.....\$7,000,000.00

To reserve fund.....1,240,000.00

To Silver.....\$5,000,000.00

Sterling.....353,705.45

To unclaimed bonus and dividend.....25,147.50

To exchange fluctuation account.....250,549.45

To working fluctuation account.....202,757.48

To working account 1907 balance.....85,409.06

To working account 1906 balance.....2,082,490.31

To insurance fund.....1,154,150.00

To underwriting suspense account.....4,504,463.05

Account.....4,504,463.05

To sundry creditors.....419,722.58

To bills payable.....44,885.10

To estimated liability under cash certificates issued in part payment for China Traders' shares.....529,788.00

\$10,466,413.77

By Cash on current account at Hongkong.....93,593.03

Cash on deposit with Banks in Hongkong, Shanghai and Singapore.....634,003.02

Amount invested in mortgages, debentures and other securities in Hongkong, Shanghai Yokohama and Singapore.....3,016,546.86

Amount invested in London viz.:—

Deposited in Banks.....1,130,000.00

Other investments.....277,748.14

\$4,157,248.16

Amount invested in Melbourne, viz.:—

Deposited in Bank.....1,000.00

Other investments.....9,026.00

\$1,009.00

Amount at debit of branches and agencies.....636,122.88

Sundry debtors.....27,025.89

22,011 shares in the China Traders' Insurance Company, Limited.....2,062,170.00

\$10,466,413.77

WORKING ACCOUNT, 1905.

On 31st December, 1905.

To Net Premium.....\$4,221,383.50

Interest.....350,332.59

Exchange.....11,021.95

\$4,582,738.11

By Agency commissions.....\$117,621.37

Head office, branches and agency charges.....462,206.18

Remuneration to directors, committees and auditors.....28,954.40

Losses and claims paid.....2,587,849.17

\$3,196,631.12

Bonus of 20% paid to contributors.....256,316.35

Interim dividend of \$30 per share.....300,000.00

Balance.....835,290.64

\$4,582,738.11

WORKING ACCOUNT, 1906.

On 31st December, 1906.

To Net premium.....\$3,481,650.77

Interest.....449,759.59

\$3,931,410.36

By Agency commissions.....\$89,399.12

Head office, branches and agency charges.....386,598.63

Remuneration to directors, committees and auditors.....26,964.67

Losses and claims paid.....1,325,733.88

Furniture written off.....20,683.75

Balance.....2,082,490.31

\$3,931,410.36

Sterling Exchange taken at 3 1/2/16d.

W. J. SAUNDERS, Secretary.

CANTON DAY BY DAY.

GOVERNMENT LAUNCHES.

[From Our Own Correspondent.]

Canton, 8th March.

It is reported that nearly half of the Canton Government launches are in a bad condition and are in urgent need of necessary repairs. But it is impossible to have them all repaired at one time on account of the present shortage of funds in the Government treasury, so Deputy Chung, who was instructed by the authorities to take charge of matters in connection with the repairs of Government launches, has reported to the High Authorities to that effect.

COMMANDING OFFICER'S RESIGNATION.

Li Fuk Hing, commander-in-chief of the army of the Kwangtung Province, who has been in the military service for a considerable period, has now forwarded a despatch to H.E. Viceroy Chow, asking him to apply on his behalf to the Throne for permission to resign from his post, as Admiral and Commander. Li Chun has already been appointed to take up the position of commander-in-chief in the Kwangtung Province.

AN EXCELLENT SUGGESTION.

Mr. Ping Kwong Ying, a native of Canton, who is at present serving at the Tsuchiupo at Peking, has written to H.E. the Viceroy with plans and suggestions for a proposed railway station for the Canton-Hankow railway that should be erected on the outskirts of the northern gate of the city of Canton and a branch line joining it with the station at Wongshe, so as to save time and trouble of a large number of people living inside the city. He points out that people living inside the city at present have to go to the Wongshe Station and then take the branch line to get to the Canton-Hankow Railway. H.E. the Viceroy is highly pleased with Ping's plans and suggestions and has instructed the officials of the Canton Government Railway Bureau to write to the Yuet Han Railway Company about the matter and to request the Company to follow up the suggestions.

HELD TO RANSOM.

On the 2nd February last a gang of robbers attacked and ransacked a house of wealthy gentry named Fung in the Hok Shan District, killing one man and wounding several persons of the village, and subsequently carried off one man and a child, six years old. The other day Fung received a letter through the post office from the robbers, saying that if he is willing to pay the sum of four hundred thousand dollars to a certain house in a certain street named, in Macao, he will be able to redeem the kidnapped man and child.

RAILWAY ACCIDENT.

On the 4th instant in Fatsien, a man intending to come to Canton, took his seat in a train, by mistake, bound for Saloom. He was greatly startled when he was told, as the train was moving out of the station, that it was bound for Sainam. He at once jumped down from the moving car and had all the fingers of one of his hands cut off by the carriage wheels. He was unconscious when picked up and was conveyed to a hospital for treatment. He is considered fortunate that his life has not gone the same way as his fingers.

To-day Taotai Sam Tung of the Canton Government Railway Bureau will convene a meeting of the Canton Charitable Institution, Canton Chamber of Commerce, the Secretary

General and the shareholders of the Canton-Hankow Railway Company of both Canton and Hongkong, for the purpose of discussing railway affairs with a view to coming to an understanding between the different parties.

WIRELESS TELEGRAPHY.

Canton, 9th March.

The proposal of the High Authorities of Canton for the installation of wireless telegraph in the city has already been reported. It is now stated that the Viceroy has wired to Peking about the proposed installation.

GOVERNMENT LAUNCHES.

In consideration of the report from deputy Chung that nearly half the Canton Government launches are in a bad condition and they are in want of necessary repairs, and it was impossible to have them all repaired at the same time on account of the shortage of funds in the Government treasury, H. E. Chow has given authority to first of all repair those launches which need immediate repairs, but at an estimated cost of less than 300 taels each.

OFFICIAL RESIGNATION.

With reference to the despatch from the commander-in-chief, Li Fuk Hing, asking the Viceroy Chow to request the Throne to permit him to retire, H. E. Chow has prepared a memorial to be forwarded to the Throne accordingly.

NEW INSPECTOR OF MINTS.

The high authority has sent a well-known with party to Hongkong to receive H.E. Chau Pik, Inspector of Mints, who is expected to arrive at Hongkong some time to-day.

RAILWAY FUNDS.

In compliance with the request of the officials of the Canton-Hankow Railway Bureau, a meeting of shareholders was held yesterday at the Canton-Hankow Railway Company's office, at which three gentlemen, Lo Po Shun, Fong Shiu Ting, and Li King Foon, were appointed to sign for the Company, and at the same time eight others were selected as representatives to accompany the well-known of the Canton Government Railway Bureau to Hongkong in connection with the change of deposits.

OPIMUM RESTRICTION.

It is reported that the Chinese Government has decided to put the sale of opium into the hands of officials in order that the use of opium might be diminished in quantity year by year and totally prohibited at the end of a period of ten years.

STUDENTS FOR PRISING.

At the examination to select suitable candidates to be sent to Peking for a grand examination and education there, have been selected fifty-three students of the Ku Yen degree and fourteen of the senior licentiate degree to be sent to the capital.

RAILWAY MATERIALS.

The Canton-Hankow Railway Company has received a telegram from H.E. Sheng Kung Pao, Director of the Han Yan Iron Works, stating that the Works are unable to execute the Railway Company's order for railway materials on account of the time limited and has accordingly refused to execute the order.

HONAM POLICE.

Since the establishment of the Honam Police Force everything has been going on satisfactorily. There are at present three stations situated at different parts of the Island, besides the Honam Head Police Station at the Hoi Tung monastery. It has been found that the number of stations and the numerical strength of the force is at present insufficient, so the authorities have intended to establish another station at Tung Mei To, where the robbers appeared to be pretty active lately.

SILK WORM REARING.

Yesterday the Provincial Treasurer and Examiner Wu and provincial Judge Chu proceeded to the Silk Worm Rearing College on the occasion of the opening of the College after the Chinese New Year vacation.

DEAR RICE RIOT.

Canton, 11th March.

In the district of Tungku the rice has considerably risen in price: one picul costs five taels or more. At 5 p.m. on the 8th instant several thousand famine-stricken people in a body created a disturbance at the rice merchants' guild building and destroyed it. The police arrested the leaders of the mob and brought them to a police station. The people appearing are infuriated at their leaders being arrested, appeared at the police station and demanded the release of their leaders. The police being unable to disperse the mob, shot two of them dead instantly and wounded about ten rioters. Consequently, as the scene of the outrage became far more serious, all the shops both inside and outside the city were closed and business was quite at a standstill. The District Magistrate sent a large number of soldiers to restore order, but in vain; the soldiers remained on duty until the late hours of the night. On the following day, the gate of the city was again opened, and an increased force of rioters attacked the rice merchants, and ransacked their premises carrying away everything that they could lay their hands on. The magistrate ordered all the city gates to be closed so as to prevent the people from rushing into the city and from attacking the yamen. It is reported that even now the trouble has not been settled.

ANTI-OPIMUM MEETING.

Yesterday a meeting was held at the Anti-opium Association under the name Chun Mo Tsung Sheh in Tai Luk Po and there was a large attendance. The leading members of the association each made a speech in succession on the evil effects of opium and the people present were deeply touched in their feelings. Anti-opium medicine was distributed every day to applicants and since the establishment of this branch association many opium smokers are beginning to recover from their evil habit by using the remedy given out by this association.

ROBBERY.

The Kwok Sze Pao states that at 11 a.m. on the 8th instant a theft was committed at Messrs. Varenne & Co.'s, Shamenee, where \$3,400 in notes were stolen. Ng Ah Su was charged with the crime and was sent to the Nambou magistrate. Ng Ah Su has pleaded that he had stolen only one hundred dollars.

PANTRY MAGISTRATE.

The newly appointed Pantry Magistrate Liu will take over the seals of office from Magistrate Chong on the 1st day of the 2nd moon (the 14th instant).

"SAINAM" PIRACY.

Last Sunday H. E. Viceroy Chow visited the British Consulate to discuss matters in connection with the Sainam piracy case.

Yesterday morning H. E. the Viceroy proceeded to the Lieutenant Tatar General's yamen to bid farewell to Lieutenant Tatar General Chui who left Canton this morning en route for Peking.

Canton, 14th March.

In regard to the riot at Tungku district yesterday, the Brigadier-General of Kwangchow did not appear and a body of soldiers proceeded thither at once to restore order. H. E. the Viceroy ordered Lieutenant Magistrate Yang and others to proceed to the district to quell the disturbance. The cause of

the disturbance, it is reported, is through the inability of the District Magistrate to come to an understanding with the people.

The high price of rice is due as well to speculation by traders, as to the prohibition of the export of rice by the authorities in Kwangsi Province. Yesterday H. E. the Viceroy wired to the Governor of Kwangsi requesting him to remove the prohibition on the export of rice.

It has been the intention of H. E. Viceroy Chow to build a yamen for the control of military and naval affairs at the eastern section of the new harbor. A certain contractor named Li Cheong Kwong has now presented a plan of the proposed building to H. E. the Viceroy and reported that the estimated cost of the new building will be about \$140,000.

Yesterday, whilst a junk plying between Sainam and Fatsien was passing Sha Yiu, a number of pirates boarded her at this place and after ransacking the junk, departed with booty to the value of seven thousand dollars.

A Peking telegram states that H. E. the Viceroy has been appointed Ambassador to England, vice H. E. Wang.

THE OPIUM EDICT.

Canton, 13th March.

The Provincial Treasurer and Examiner Wu and the Provincial Judge Chu have drawn up a code of regulations regarding the prohibition of opium-smoking and the issue of licenses to opium smokers, and have presented these to H. E. the Viceroy for approval. Now H. E. has forwarded these to the different local magistrates and officials throughout the province. The local officials are requested to ascertain the number of opium smokers under their jurisdiction and to report the same to the authorities. Within three months from the date of issue of such proclamation, those of the opium smokers, who fail to register their names and to apply for a license, will be summarily dealt with.

PREFECT OF KWANGCHOW.

The present Prefect of Kwangchow, Chan Yung Tsang, has been trying for a long time past to resign his post and leave Canton for Peking to take up some position there. Now, it is reported that H. E. the Viceroy has appointed Lui Tze Leung to take over the position.

INSPECTION TOUR POSTPONED.

I have already reported that H. E. the Viceroy together with Admiral and Commander-in-chief Li Chun intends to proceed on a tour of inspection to the different prefectures and districts, beginning from the East River districts. It is now reported that at present owing to the low waters in the inland rivers, in the Wetchow Prefecture, which might cause great inconvenience to the travelers, H. E. has postponed his departure on the tour until some later date.

MINING OF TWENTY-CENT PIECES.

On receipt of a despatch from the British Consul-General of Canton, stating that the output of twenty-cent pieces from the Canton Mint is at present too large in its circulation, which has affected the trade market considerably, H. E. the Viceroy, in consultation with him, proposes to temporarily suspend the minting of twenty-cent pieces for three months, pending the arrival of H. E. Chan Sik, Inspector of Imperial Mints, who will make other arrangements. The Viceroy is expected to give a reply to the Consul-General to this effect.

CANTON WATER WORKS.

The iron water pipes from Kiangnan Arsenal are not made exactly to the order, as sent from the Canton Water Works. The authorities of the company have written to the Arsenal asking them to immediately cast pipes to the exact dimensions as ordered, and to send them on to Canton.

ANOTHER BIRTHDAY.

The 16th instant is the anniversary of the birthday of Madame Chow, wife of H. E. Viceroy Chow. His Excellency's second son, Chow Hok Ching, is coming to Canton, on a visit to his parents in honour of the occasion, and is expected to arrive here in a few days' time. The Chinese gunboat *Sum Hong* has been sent to Hongkong to receive him.

CANTON-HANKOW RAILWAY.

A Peking telegram states that the Central Government is intending to send H. E. Yang Sze Ki to Canton to investigate into and settle the railway question in connection with the building of the Canton-Hankow Railway.

HONGKONG NATIVE NEWSPAPERS.

The native newspapers published in Hongkong have been prohibited from being imported into Canton for some time past, by order of ex-Viceroy Shum. Now the Hongkong native press have presented a petition to the present Viceroy stating that they will follow and abide by the press regulations, as stipulated, regarding the publishing of newspapers in Canton, and playing the safe card in the prohibition. It is reported that H. E. appears to be favourable in his consideration for the petitioners.

AN OFFICIAL RESIDENCE.

The yamen of the Senior Lieutenant Tatar General is rather old and is in a dilapidated condition, so the new Senior Lieutenant Tatar General, Li Kwok Kit, has not taken up his residence in this yamen, since his arrival at this post. Now that repairs have been effected, he will remove into his yamen to-morrow.

CUSTOMS CHARGES.

Many changes have been effected in the Customs Staff lately, both in-door and out-door. In the in-door staff, Mr. F. I. Mayers, Acting Commissioner, has departed on leave. Mr. J. Steinberg has been transferred to Peking, and left yesterday afternoon, and Mr. R. M. J. Delaire to Mengtsi. Three new recruits, in the persons of Messrs. Weipert, Destelan and Addeley, have arrived here from Shanghai, Pakhoi and Nanking, respectively. In the out-door staff Mr. C. G. Gordon, boat officer, has been transferred to Tientsin and Mr. F. Benson, tide-surveyor, to Samshui.

THE RICE RIOT AT TUNG-KUN.

Canton, 14th March.

The dear rice riot in the Tungku district, which was created on the 8th instant, by the famine-stricken people of the district, was of a spontaneous nature. Business was quite at a standstill, shops, and even street gates were all closed and no one dared to venture out of doors, so the city all of a sudden appeared as quiet as if it was a city of the dead. This scene did not pass away until the arrival of a reinforcement of a large body of troops from Canton, under the command of Colonel Wu, and some other officers, on the 10th and 11th instants, when order was restored and business resumed as usual.

It is now reported that the leaders of the outrage have been arrested. H. E. the Viceroy has now given authority to the Chinese Gao Cui, of rice, and has sent Weiyeun Shum Chi Kien to take the rice to the Tungku district and sell it to the unfortunate people there at the lowest price in order to relieve their hardships.

AN OFFICIAL'S DESIRE.

It is learnt from Peking that H. E. Tang Shao-yi will about the third moon, memorialize the Throne to permit him to resign from his present post, in order that he might then proceed on a tour through foreign countries. Since H. E. Tang Shao-yi has been selected by the

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